

MEETING MINUTES

Meeting Date: 12/9/09 **Date Issued:** 12/14/09
Location: FWC Office, Bryant Building, Tallahassee
Project Name: Crosstown Parkway Project
Purpose: Solicitation of comments
Notes by: Anna Peterfreund **American Project #:** 5079986
Copies to: All attendees, American, PSL

<u>Attendees</u>	<u>Representing</u>	<u>Phone</u>	<u>Fax or e-mail</u>
Scott Sanders	FWC	850-448-3831	Scott.sanders@myfwc.com
Bruce Greer	FWC	850-487-9982	Bruce.greer@myfwc.com
Brian Barnett	FWC	850-528-6316	brtian_barnett@urscorp.com
Terry Gilbert	FWC	850-402-6311	terry_gilbert@urscorp.com
Anna Peterfreund	American	706-508-4029	Anna.peterfreund@acp-ga.com
Brian Mirson	American	561-307-0068	bmirson@ace-fla.com
Patricia Roebling	City of PSL	772-871-5174	patr@cityofpsl.com
Donald Cooper	City of PSL	772-871-5163	donc@cityofpsl.com

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The meeting started with introductions and Brian gave a brief presentation of the project and possible mitigation for impacts to fish and wildlife as well as benefits being provided by the proprietary mitigation plan. The following is a brief dialog of the questions and answers from the meeting.

Q. Who raised the Dispute Resolution during ETDM?

A. USFWS.

C. FWC stated that they were originally going to rank the project with Dispute Resolution but felt the EIS would address any issues and reduced the ranking to substantial.

Q. Do we have examples of a bridge that size that conveys water to a stormwater system?

A. We can provide you with some examples. There are several in St. Lucie County. The water will be treated in stormwater ponds at 1.5 times the regulated treatment since the water is an Outstanding Florida Water.

Q. For the bridge, are you able to span all wetlands/undeveloped properties?

A. We spanned as much as possible while still being able to tie into the proposed termini for each alternative. In most cases, we spanned all the wetlands and undeveloped properties.

Q. Will there also be a regulatory mitigation plan?

A. Yes. We do not have all the details worked out on the regulatory mitigation plan but are considering the use of Platts Creek Mitigation Bank or wetland creation. We are currently coordinating with the SFWMD and USACE on the possible types of mitigation.

Q. Is there an overlap with the proprietary and regulatory mitigation plans?

A. The SFWMD has been very careful to ensure that the two mitigation plans be kept completely separate. However, there may be some opportunity for overlap with regards to mangrove impacts. The Platts Creek Mitigation Bank that we are proposing to use does not include mangroves. We are providing worst case mitigation for both the proprietary and regulatory mitigation plans. Therefore, we are mitigating for more than will be impacted with any of the build alternatives being studied.

Q. Are any of the ponds within state lands?

A. We avoided state lands wherever possible when looking for pond sites. However, there are few proposed ponds within state lands.

Q. ARC will vote on this on Friday?

A. Yes. ARC will vote for a recommendation to the ARC.

Q. When was the NFSLR channelized?

A. Unsure.

Q. How do we provide comments on the presentation, biological assessment and other materials?

A. You can contact us directly or the SFWMD.

Q. How will the mitigation be paid for? Through federal funds?

A. The City has both federal funds and local funds to pay for the project and mitigation.

Q. Who is your contact at the SFWMD?

A. Anita Bain and Mindy Parrott.

Q. How are you going to implement the restoration projects and remove dirt/berm for the hydrologic restoration improvements?

A. In most cases, this will be done from a barge. However the northern portion of Evans Creek may have to be piped out. Impacts to the adjacent uplands will be minimized to the extent possible. The City is committed to implementing all of the restoration projects and other projects outlined in the MOU. Each would have a separate permit package. The costs are based on a maximum dollar limit.

Q. What if the costs exceed the costs you have outlined in the MOU?

A. The City raised the costs proposed by DEP by at least 20% for all projects. The MOU states that if the projects cannot be completed by the upset limit, then the scope of work will be refined.

C. \$700,000 seems low for exotic removal on that much property for five years.

We negotiated this amount with DEP and feel comfortable with the amount. Most of the time and money spent on exotic removal will be on the front end. If the money only lasts 3 years instead of 5, then DEP will take over after that time or the scope of services provided to DEP will be modified in some manner.

Q. Are these improvements in their approved plan for the aquatic preserve or state park or just on their wish list?

A. All the projects are in the plan except for the Savannas trail. Many do not have detailed information available on them but they were identified in the management plan approved in August of this year.

Q. What is the plan for relocating gopher tortoises? We have found that most transportation projects are on the fast track and once the gopher tortoise surveys are complete, the permittee has trouble finding a place to relocate the tortoises. It is best to identify how to handle gopher tortoises early on in the process. As we mentioned in our earlier comments, with respect to 68-27 to state listed species we would look forward to consulting with you on this project.

A. The City has a separate fund just for gopher tortoises. We will survey for gopher tortoises prior to construction, obtain appropriate permits and relocate them to an approved gopher tortoise bank, if they cannot be avoided. A commitment to this effect will be added to the EIS. We would be happy to receive any comments you have.

C. In 2011 when this project gets to the clearinghouse, FWC will be looking to make sure the project is consistent with our rules. It would be nice to have a say in the project prior to then.

A. That is why we are here today. To solicit comments on the project. Is there anything you would like to see implemented that was not addressed in our presentation or in the biological assessment? Such as limited lighting on the bridge or fencing?

C. We like to see fencing along the roadway portions to keep wildlife from crossing. We prefer to use fencing that is smaller at the bottom to keep herps from crossing the road.

Q. Has the City committed to top-down construction?

A. We have always been looking to do some form of top-down construction on this project to minimize impacts to the riparian areas, and the preserve.

Q. Can you send us a copy of the Platts Creek Mitigation Bank plan for us to review?

A. Yes. (A copy was given to Brian Barnett)

Q. Do you anticipate a legal challenge on the project?

A. We have received a 90% approval on the project in the past. However, we prepare for legal challenges on every project.

C. As far as the presentation for ARC, here are some comments. Should note whether the infrastructure projects are approved or plan to be approved. Presentation should provide a level of background for discussion at the meeting. The process engaged in over the last couple of years with all the agencies is worth noting. Also worth noting is that you are requesting feedback from all the agencies. Highlight the proposed projects are in DEP's plan. Mention the monthly meetings where all agencies participate. There may be different people on Thursday than Friday. Expect interruptions in the presentation.

Crosstown Prkwy Presentation

12-9-2009

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Don Cooper " 772-871-5163 DONC@cityoffsl.com

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – November 19, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Jerry Bentrutt, Asst. City Manager – City of Port St. Lucie
Patricia Roebeling, P.E., City Engineer – City of Port St. Lucie
Roxanne Chesser, P.E., Engineering – City of Port St. Lucie
Kim Graham, P.E. Engineering – City of Port St. Lucie
Roberta Richards, Manager, Engineering Operations – City of Port St. Lucie
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Morteza Alian, P.E. – Florida Department of Transportation
John Krane, P.E. – Keith and Schnars, P.A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Brian Mirson P.E. – American Consulting Engineers of Florida, LLC
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

Anna Peterfreund – American Consulting Engineers of Florida, LLC
Brian Barnett – Florida Fish and Wildlife Conservation Commission
Daniel Griffin – Savannas Preserves State Park
George Hadley – Federal Highway Administration – Florida Division
Hugo Carter – South Florida Water Management District
John Wrublik – US Fish and Wildlife Service
Larry Weatherby – American Consulting Engineers of Florida, LLC
Mindy Parrott – South Florida Water Management District
Ron Miedema – US Environmental Protection Agency
Roy Jackson – Florida Department of Transportation – Central Office
Vicki Sharpe – Florida Department of Transportation – Central Office

Introductions

Introductions were made and John Krane noted that attached to the day's agenda were the Draft Meeting Minutes from the October meeting. Mr. Krane asked if anyone present at the meeting or on the phone had any comments or changes to the minutes. There were no changes or comments and Mr. Krane said that the minutes would be finalized and distributed after the meeting.

Schedule Review

Technical Reports – John Krane noted that all of the technical reports, with the exception of the Noise Report, have been submitted to Federal Highway Administration (FHWA) and the five Cooperating Agencies: US Fish and Wildlife Service, US Army Corps of Engineers, US National Marine Fisheries Service, US Environmental Protection Agency, and US Coast Guard, and that comments have been received for all reports. Mr. Krane asked if any additional comments should be expected from FHWA or the Cooperating Agencies. George Hadley (FHWA) and John Wrublik

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(USFWS) said that there would be no additional comments for any of the technical reports, from their respective agencies.

Mr. Krane stated that the Noise Report was delivered to FDOT Central Office, FDOT District 4, and the City on October 29, 2009, and that comments are expected back to Keith and Schnars by November 30, 2009. After the comments have been received, the Noise Report will be revised and is scheduled to be submitted to FHWA and the Cooperating Agencies in December.

Mr. Krane noted that letters detailing meetings held with the National Marine Fisheries Service (NMFS) and the US Army Corps of Engineers (USACE) are currently being worked on and will be sent out once approved by the City.

DEIS – Mr. Krane outlined the schedule of the DEIS submittal. The initial draft of the DEIS is scheduled to be submitted to the City by mid-December 2009, and returned by early January 2010. The DEIS is scheduled to be submitted to FDOT Central Office and FDOT District 4 for their concurrent review, by mid-February.

Mr. Krane noted that the first draft of the DEIS will be submitted to FHWA and the Cooperating Agencies by late March or early April, with approval scheduled for October 2010. Roy Jackson asked if the DEIS would include information on Section 4(f). Mr. Krane stated that the DEIS would have information pertaining to Section 4(f).

Patricia Roebling stated that a streamlined and expedited review, by all reviewing agencies, would be greatly appreciated by the City.

Public Hearing – John Krane said that the Public Hearing is scheduled for November 2010, but that it would be moved up if possible.

VE Meeting – Mr. Krane said that the VE Meeting will be held in March 2011 (after the Public Hearing). Mr. Krane mentioned that after a preferred alternative is chosen, it would be easier for the VE Team to focus on the project specifics.

Follow-Up Items from Last Month

Meetings with NMFS and USACE – Mr. Krane noted that follow-up meetings had been held with Brandon Howard of NMFS and Garrett Lips of USACE to discuss teleconferences held to discuss comments received from reviewing the technical reports.

Vicki Sharpe asked to receive a copy of the meeting minutes and the letter being sent to the respective agencies. Mr. Krane stated that copies of the letter and the meeting minutes would be sent out to everyone that participated in the teleconference.

Ms. Sharpe asked for more information on both teleconferences. Mr. Krane described the meeting with USACE, where permitting was discussed, as well as guidance analysis for the tunnel alternative. Mr. Krane also said that a detailed mitigation plan was discussed. During the NMFS

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meeting, Mr. Krane noted that a detailed mitigation plan was discussed, as well as undergoing conceptual permitting only after a preferred alternative has been selected and jurisdictional determination.

Open Discussion

Mr. Hadley asked if the DEIS will be submitted to the FHWA around March 2010. Mr. Krane noted that this is indeed the scheduled time for the DEIS to be submitted, if not earlier.

Mr. Hadley also asked if funds are in the plans for right of way acquisition. Kim Graham noted that there was \$34 million in the TIP plan and an additional \$78 million in the bond referendum. Mr. Hadley stated that a statement including the status of funding per phase should be included in both the DEIS and the FEIS, and that this would have to be reviewed before signing the ROD. Mr. Krane asked where this information should be included in the DEIS. Mr. Hadley noted that it should be discussed early on in the document most likely in the Introduction or the Purpose and Need section.

Conceptual Environmental Resource Permit Review Update

Brian Mirson stated that there will be a meeting on December 3, 2009 with the Water Management District, including South Florida Water Management, to discuss a wetlands mitigation concept. He also stated that a presentation is planned for December 10, 2009 with the Florida Wildlife Society,

Next Team Meeting

The next Working Group Meeting will be held on December 17, 2009 at 2:00 p.m.

Mr. Krane stated that the schedule of team meetings for 2010 has been distributed to the group. Beatriz Caicedo-Maddison asked if the team meetings should be continued into the new year given the review schedule for the DEIS. Mr. Krane noted that the team meetings were still an important part of the process and that they should continue to be held, however if any conflicts arise a meeting can always be rescheduled. Ms. Roebing and Mr. Mirson agreed that maintaining the schedule for the team meetings would be important.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Coordination Meeting With USACE – November 4, 2009
9:00 a.m. to 9:45 a.m.
FDOT District 4 Legal Conference Room

Purpose: Meeting to Discuss USACE Review Comments (10-19-09) of Technical Reports

Attendees:

Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Michael Davis – Keith and Schnars, P.A.
John Krane, P.E. – Keith and Schnars, P.A.
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

Garett Lips – US Army Corps of Engineers (USACE)
Lynn Kiefer – Kimley-Horn and Associates, Inc.

Introductions

Introductions were made, and John Krane introduced the purpose for the meeting was to discuss the comment letter sent by Mr. Lips dated 10-19-09, pertaining to the review by USACE of the Technical Reports submitted for the Crosstown Parkway Extension Project Development & Environment (PD&E) / Environmental Impact Statement (EIS).

Mr. Davis noted that the technical reports were the backbone of the Draft EIS (DEIS), and that that we understand the need to address Section 404(b)(1) Guidelines as part of the DEIS. He then led a discussion of the four basic issues highlighted in Mr. Lips letter.

- 1) *Jurisdictional Determinations not included* – This would be done after a preferred alternative was selected. However, for this project there is not a question of jurisdiction. It will not be a contentious issue as it might be for other projects.
- 2) *Section 404(b)(1) Guidelines requirements pertaining to avoidance and minimization need to be met including a discussion of a tunnel alternative and widening of the existing bridges* – This will be addressed in the DEIS, in fact a Tunnel Concept Report is currently being finalized, and a corridor report was developed and submitted which documents why widening of the existing bridges is not a practicable alternative.
- 3) *Inclusion of a Guidelines Analysis will facilitate permitting if included in the EIS* – This is understood.
- 4) *A specific and detailed mitigation plan is required* – This will be done once a preferred alternative is selected.

Mr. Lips clarified he is aware that we are not at the stage of the project to provide all the information requested, but wanted to make sure everyone was on the same page regarding the need to provide the information. He indicated that no response to his letter was necessary. Ms. Caicedo-Maddison suggested that we send minutes of the meeting as a response to his letter, and in that fashion we can ensure that everyone has the same understanding from this meeting.

In response to a question by Mr. Lips, John Krane indicated that FHWA and the Cooperating Agencies should be receiving the DEIS in April.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Teleconference Meeting – October 20, 2009
11:00 a.m. to 12:00 p.m.

Purpose: Discuss the September 17, 2009 comment letter received from the National Marine Fisheries Service (NMFS) on the Essential Fish Habitat (EFH) Report and the Endangered Species Biological Assessment (ESBA).

Attendees:

Michael Davis – Keith and Schnars
John Krane – Keith and Schnars
Barry Ehrlich – Keith and Schnars
Harry Fulwood – Keith and Schnars
Kristine Stewart – Keith and Schnars
Brandon Howard – National Marine Fisheries Service
Joselyn Karazsia – National Marine Fisheries Service
Patricia Roebling – City of Port St. Lucie
Bobbie Richards – City of Port St. Lucie
Roxanne Chesser – City of Port St. Lucie
Kim Graham – City of Port St. Lucie
Morteza Alian – Florida Department of Transportation
Beatriz Caicedo-Maddison – Florida Department of Transportation
Ann Broadwell – Florida Department of Transportation
Lynn Kiefer – Kimley-Horn and Associates, Inc.

Meeting Summary:

John Krane opened the meeting by stating that the purpose of the teleconference was to discuss the NMFS's September 17th letter and to confirm the Florida Department of Transportation (FDOT) and the City of Port St. Lucie understands of NMFS's comments.

Brandon Howard noted that the Essential Fish Habitat (EFH) did not contain a formal mitigation plan, and that it would need to be finalized in the DEIS. Mr. Howard noted that under the Efficient Transportation Decision Making (ETDM) funding agreements between FDOT and the NMFS, there is a process that must be followed and without a mitigation plan, NMFS cannot complete effects determinations or provide conservation recommendations. However, NMFS is required to provide conservation recommendations. He explained that this process requires that their comments be addressed before final approval. Mr. Krane acknowledged that we were aware of the need for a mitigation plan, but it was decided that a detailed mitigation plan would be prepared for the referred alternative and that at this stage only conceptual mitigation is being provided.

Mr. Howard asked about the Conceptual Environmental Resource Permit (ERP) process which included the evaluation of the wetlands using the Unified Mitigation Assessment Methodology (UMAM). Mr. Howard indicated that he had participated in the UMAM process which looked at all of the wetlands in the study area. Mr. Ehrlich indicated that the Conceptual ERP process is separate

but that information is being coordinated with the EIS team and he indicated that meetings had been held with FDEP to discuss the mitigation plan as part of the Conceptual ERP process. Lynn Kiefer noted that the meetings with FDEP were to obtain agreement on the proprietary mitigation required for the State Lands impacts and that a separate mitigation plan for the wetlands was being developed. The mitigation plan being developed for the wetland impacts should be sufficient to also mitigate EFH effects. Ms. Kiefer further explained that it is the City's intention that the Section 404 permit would be issued shortly after the completion of the Record of Decision if a build alternative is selected and that this had been discussed with the US Army Corps of Engineers. Because NMFS is a commenting agency on the Section 404 permit, it is acknowledged that EFH consultation is required and that a mitigation plan to offset the effects to EFH would be needed. Mr. Howard stated that by the time the Final EIS is approved, a mitigation plan will need to be in place. Michael Davis agreed, and noted that once a preferred alternative is chosen a mitigation plan will be developed which includes the wetland mitigation plan being developed as part of the Conceptual ERP.

Mr. Howard acknowledged his understanding that we are not at the point we could prepare a mitigation plan, and that we need to continue coordination with the agencies, noting that the coordination conducted so far has been very helpful.

Mr. Krane summarized that we will address all comments from the NMFS letter during the EIS process and clarified that no alternatives were dropped from consideration. The NMFS letter indicated a concern that Alternative 4 (from the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST)) had been dropped. Mr. Krane explained that when the alternatives were screened they were simply numbered one to six. Mr. Howard noted that this was simply a misunderstanding. Mr. Krane indicated that this could be clarified in the documentation.

Regarding avoidance and minimization, Mr. Howard asked if the DEIS will contain any information on the tunnel alternative and widening of the existing bridges per NMFS's ETDM comments. Mr. Krane noted that the DEIS will discuss both the tunnel alternative and the widening of existing bridges. Mr. Krane further indicated that an alternative of widening the existing bridges was discussed in the *Corridor Alternatives Report* which was accepted by FHWA and is posted in the EST. The widening alternative was also addressed as part of the Design Traffic Technical Memorandum that was distributed to the FHWA and the Cooperating Agencies.

Mr. Howard asked if the selection of a preferred alternative would be a consensus decision among Federal Highway Administration (FHWA), FDOT, and the City. Mr. Davis stated that the plan is to have a consensus among all entities on the preferred alternative.

Mr. Howard indicated that when the DEIS is released for public comment, if it does not include an adequate mitigation plan the NMFS will issue formal EFH Conservation Recommendations as required by the process. The City will have 30 days to respond. If all recommendations cannot be addressed within the 30-day review period, the response should acknowledge this, and commit to meeting all recommendations prior to final approval. NMFS will be looking for detailed mitigation plans. Mr. Davis noted that this would be difficult to do with all six alternatives. Mr. Howard agreed, but said that this is the process that needs to be followed.

Morteza Alian asked if the amount of detail could wait until the permit process is formally started. Ann Broadwell indicated that this has been the general procedure in the past, and that detailed plans were prepared when the permits were submitted. Mr. Howard concurred.

Mr. Ehrlich said that a generalized avoidance and minimization plan is included in the EFH Report and Essential Species Biological Assessment (ESBA) that discusses that mitigation will be handled with as much detail as possible, at this stage.

Mr. Howard said that he understands that everything has been done that can be at this point. He added that the reports were well done, but that the procedures need to be followed. Mr. Davis said that we are all on the same page at this point and will continue to work together.

Ms. Kiefer requested clarification about the NMFS comment on the smalltooth sawfish as it relates to the ESBA. She noted that there was information included in the EBSA indicating how much habitat was being affected by the various alternatives, and asked if their comment was suggesting that one alternative had more impact than another. Mr. Howard noted this was not the situation, but pointed out that until a preferred alternative was selected, that specific impact determinations could not be concluded.

Ms. Kiefer requested clarification on the 2nd to last paragraph of the September 17, 2009 letter, and asked if NMFS was suggesting that there is an alternative that has not adequately been considered. Mr. Howard said that if the tunnel and widening of existing bridges alternatives are addressed in the DEIS then no additional alternatives were being suggested.

Patricia Roebling thanked everyone for their cooperation, and noted that the City had been concerned about the letter but now feels that there is a better understanding.

Ms. Roebling asked Mr. Howard if he had been participating in the monthly conference calls. Mr. Howard said that he has been participating in on the calls as often as possible. Ms. Roebling encouraged his continued participation, recognizing that there is still work to do.

The meeting ended at approximately 11:30 a.m.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – October 15, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Donald Cooper, City Manager – City of Port St. Lucie
Jerry Bentrrott, Asst. City Manager – City of Port St. Lucie
Patricia Roebling, P.E., City Engineer – City of Port St. Lucie
Roxanne Chessner, P.E., Engineering – City of Port St. Lucie
Kim Graham, P.E. Engineering – City of Port St. Lucie
Roberta Richards, Manager, Engineering Operations – City of Port St. Lucie
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Morteza Alian, P.E. – Florida Department of Transportation
Michael Davis – Keith and Schnars, P.A.
John Krane, P.E. – Keith and Schnars, P.A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Brian Mirson P.E. – American Consulting Engineers of Florida, LLC
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

Ann Broadwell – Florida Department of Transportation
Anna Peterfreund – American Consulting Engineers of Florida, LLC
Brian Barnett – Florida Fish and Wildlife Conservation Commission
Christine Haddock – Florida Department of Transportation – Central Office
Daniel Griffin – Savannas Preserves State Park
George Hadley – Federal Highway Administration – Florida Division
Hugo Carter – South Florida Water Management District
Larry Weatherby – American Consulting Engineers of Florida, LLC
Laura Herren – Florida Department of Environmental Protection
Lauren Milligan – Florida Department of Environmental Protection
Lynn Kiefer – Kimley-Horn and Associates, Inc.
Mindy Parrott – South Florida Water Management District
Ron Miedema – US Environmental Protection Agency
Rusty Ennemoser – Florida Department of Transportation – Central Office
Terry Gilbert – Florida Fish and Wildlife Conservation Commission
Vicki Sharpe – Florida Department of Transportation – Central Office

Introductions

Introductions were made and John Krane noted that attached to the day's agenda were the Draft Meeting Minutes from the September meeting as well as a technical report status review schedule. Mr. Krane asked if anyone present at the meeting or on the phone had any comments or changes to the minutes. There were no changes or comments to the minutes and Mr. Krane said that they would be finalized and distributed after the meeting.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – October 15, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Schedule Review

Technical Reports – John Krane noted that the first ten technical reports listed on the agenda were submitted to Federal Highway Administration (FHWA) and the five Cooperating Agencies: US Fish and Wildlife Service, US Army Corps of Engineers, US National Marine Fisheries Service, US Environmental Protection Agency, and US Coast Guard, on August 19, 2009. Mr. Krane noted that a 30-day review time was requested of FHWA and the Cooperating Agencies for the technical reports. The 30-days ended on Monday, September 21, 2009. Mr. Krane noted that comments had been received from US Fish and Wildlife Service, US National Marine Fisheries Service, US Coast Guard and US Environmental Protection Agency. Mr. Krane mentioned that we are still awaiting comments from the US Army Corps of Engineers, and at this point they have not requested an extension. Mr. Krane further noted that the FHWA had sent comments pertaining to the Purpose and Need, but that no additional comments had been received. George Hadley expressed his apologies for not having returned comments yet and stated that more comments will be forthcoming for the technical reports in the next week or two.

Mr. Krane said that most of the comments received for the technical reports have been minor. He noted that a comment letter had been received from US National Marine Fisheries Service, and that a conference call will be scheduled for next week to discuss the letter with Brandon Howard. Mr. Krane also noted that there is a conference call, with FDOT Central Office, scheduled on Tuesday October 20, 2009 to discuss the Sociocultural Effects Report and Conceptual Stage Relocation Plan.

Mr. Krane stated that the Noise Report is scheduled to be completed by next week and will then be transmitted to FDOT Central Office, FDOT District 4 and the City for their review. After its review by FDOT, the Noise Report will be submitted to FHWA and the Cooperating Agencies.

DEIS – Mr. Krane outlined the schedule of the DEIS submittal. The initial draft of the DEIS is scheduled to be submitted to the City by mid-December 2009 and by mid-February to FDOT Central Office and FDOT District 4 for their concurrent review. Vicki Sharpe confirmed that this schedule was agreeable to Central Office and advised that she is still the point of contact when submitting technical reports.

Mr. Krane noted that the first draft of the DEIS will be submitted to FHWA and the Cooperating Agencies by mid-April, with approval scheduled for October 2010.

Terry Gilbert asked when the participating agencies will receive the technical reports. Mr. Krane reviewed what had been discussed at previous meetings. If anyone wanted a copy of the latest technical report an e-mail request should be sent to him, and the reports will be distributed. In this way we will have an e-mail record of the request. Mr. Krane asked FHWA if it was acceptable to

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distribute the Technical Reports to the Participating Agencies. Mr. Hadley stated that this would be fine with him. Mr. Gilbert indicated that he would send an email requesting a copy of the technical reports.

Public Hearing – John Krane said that the Public Hearing is scheduled for November 2010, but that it would be moved up if possible.

VE Meeting – Mr. Krane said that the VE Meeting will be held in March 2011 (after the Public Hearing). Mr. Krane mentioned that after a preferred alternative is chosen, it would be easier for the VE Team to focus on the project specifics.

Follow-Up Items from Last Month

Purpose and Need – Mr. Krane mentioned that FHWA commented on issues with the Purpose and Need. Mr. Hadley stated that it was fine to have a Purpose and Need section in each of the technical reports especially if there are instances where they would need to be stand alone documents. Mr. Hadley also mentioned that any material changes to the Purpose and Need could be summarily explained in the DEIS.

Open Discussion

Mr. Gilbert asked how soon the technical reports would be sent out once requested. Mr. Krane said that any technical reports requested will be sent out the next day, overnight delivery.

Mr. Hadley asked, if at this point, any alternatives will be dropped from the DEIS. Mr. Krane noted that no alternatives have been removed from analysis at this point in the DEIS. Mr. Hadley said that it would be appropriate to remove an alternative from the DEIS if it is found to not meet the Purpose and Need. Mr. Hadley said there would need to be a discussion in the document explaining why an alternative was removed from further consideration.

Beatriz Caicedo-Maddison said she had understood from discussions at a previous Team Meeting that if any alternatives were removed coordination with other FHWA offices would be necessary.

Michael Davis stated that he understood that an alternative could be removed from further consideration in the DEIS if it could be justified. He further stated that, even though no alternatives have been eliminated thus far, we want to preserve the option to do so if warranted.

Mr. Hadley clarified that an alternative could be removed from further consideration if it is explained in the document that it does not meet the Purpose and Need.

Conceptual Environmental Resource Permit Review Update

Brian Mirson noted that Draft No. 1 of the Memorandum of Understanding (MOU) (October 7, 2009) was sent out this week to the Florida Department of Environmental Protection (FDEP). He said that the MOU was distributed to this group via e-mail prior to this meeting. He also noted

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – October 15, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

that the Conceptual Environmental Resource Permit (ERP) can only be finalized after the MOU has been approved by FDEP. Mr.

Mr. Mirson also clarified that the US Fish and Wildlife Services are not a part of the MOU, and that the MOU related only to the City's ability to secure an easement across State lands if a build alternative was chosen in the DEIS that required such a crossing.

Mr. Mirson announced that his team will be meeting with the City Council next Monday, October 19, 2009, to discuss mitigation options for wetlands.

Brian Barnett requested a clarification to his understanding that there would be two presentations to the ARC, one in December 2009 and a second later on. Mr. Mirson concurred and added that the first meeting would secure the City's right to cross the river if a build alternative across State land is identified in the DEIS. A second meeting would occur once a preferred alternative was selected and there was a clear understanding of the limits of any necessary easement. The second meeting would be to approve the actual easement and propriety mitigation with the Governor and cabinet.

Mr. Barnett also indicated that other parties were not part of the MOU and he asked for confirmation that this does not circumvent the 404 process or other agencies resources laws.

Mr. Mirson confirmed that this addresses the proprietary mitigation, but that wetland mitigation must still be negotiated with the other resources agencies.

Ms. Caicedo-Maddison asked if the MOU was distributed for informational purposes only. Mr. Mirson noted that the MOU was distributed for information, and to solicit comments from the agencies on any concerns they may have with the language in regards to the EIS process. Mr. Davis added that the City and their consultants had already reviewed the MOU in this context.

Don Cooper asked about the schedule of the technical report review process. Mr. Krane summarized that we are still awaiting comments from the US Army Corps and FHWA, which should be received within the next two weeks. Mr. Davis noted that the DEIS is still on schedule to be delivered to the City on or before December 16, 2009. Paul Cherry indicated that if we want feedback on sections as we finish them, we are welcome to forward them earlier.

Next Team Meeting

The next Working Group Meeting will be held on November 19, 2009 at 2:00 p.m.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – September 17, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Donald Cooper, City Manager – City of Port St. Lucie
Patricia Roebling, P.E., Acting City Engineer – City of Port St. Lucie
Roxanne Chessier, P.E., Engineering – City of Port St. Lucie
Roberta Richards, Manager, Engineering Operations – City of Port St. Lucie
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Morteza Alian, P.E., – Florida Department of Transportation
Paul Lampley, P.E. – Florida Department of Transportation
Michael Davis – Keith and Schnars, P.A.
John Krane, P.E. – Keith and Schnars, P.A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

Anna Peterfreund – American Consulting Engineers of Florida, LLC
Brian Barnett – Florida Fish and Wildlife Conservation Commission
Brian Mirson – American Consulting Engineers of Florida, LLC
Christine Haddock – Florida Department of Transportation – Central Office
Hugo Carter – South Florida Water Management District
Javier Pagan – Florida Department of Transportation – Central Office
Larry Weatherby – American Consulting Engineers of Florida, LLC
Lynn Kiefer – Kimley-Horn and Associates, Inc.
Mariano Berrios – Florida Department of Transportation – Central Office
Mindy Parrott – South Florida Water Management District
Ron Miedema – US Environmental Protection Agency
Roy Jackson – Florida Department of Transportation – Central Office
Rusty Ennemoser – Florida Department of Transportation – Central Office

Introductions

Introductions were made and John Krane noted that attached to the day's agenda were the Draft Meeting Minutes from the August Meeting. Mr. Krane asked if anyone present at the meeting or on the phone had any comments or changes to the minutes. There were no changes or comments to the minutes and Mr. Krane said that they would be finalized and distributed.

Schedule Review

Technical Reports – John Krane noted that the first ten technical reports listed on the agenda were submitted to Federal Highway Administration (FHWA) and the five Cooperating Agencies: US Fish and Wildlife Service, US Army Corps of Engineers, US National Marine Fisheries Service, US Environmental Protection Agency, and US Coast Guard, on August 19, 2009. These reports include the Contamination Screening Evaluation Report (CSER), Cultural Resource Assessment Survey (CRAS), Endangered Species Biological Assessment (ESBA), Essential Fish Habitat

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Assessment (EFH), Wetlands Evaluation Report (WER), Pond Siting Report (PSR), Preliminary Drainage Report (PDR), Location Hydraulics Report (LHR), Air Quality Report (AQR) and the Design Traffic Technical Memorandum (DTTM). Mr. Krane said that City and FDOT comments have been incorporated into the reports and that a 30 day review time by FHWA and the Cooperating Agencies was requested for the technical reports. The 30-days will end on Monday, September 21, 2009.

Mr. Krane noted that so far, we had heard back from US Fish and Wildlife Service and the National Marine Fisheries Service concerning the reports they reviewed.

Mr. Krane noted that the Sociocultural Effects Report (SCER) and the Conceptual Stage Relocation Plan (CSRP) have been reviewed by the City, FDOT District 4 and FDOT CEMO. These comments are now being addressed. Mr. Krane stated that once completed, the reports will be sent to FHWA and the Cooperating Agencies in September.

Mr. Krane stated that the Noise Analysis Report (NAR) will be sent to FDOT District 4 and CEMO, by next week, probably Tuesday or Wednesday. After receiving the comments from FDOT District 4 and CEMO, and incorporating them into the NAR, the report will be sent to FHWA and the Cooperating Agencies.

DEIS – Mr. Krane discussed the schedule for the submittal of the DEIS to the City, and noted that the first initial draft of the DEIS is scheduled for December 18, 2009. He explained that after the submittal to the City, the DEIS would be submitted to FDOT District 4 and FDOT CEMO for a concurrent review.

Michael Davis added that his staff is currently working on the DEIS, including holding weekly progress meetings and that progress is being tracked to ensure timely delivery of the DEIS to the City.

Mr. Krane noted that the scheduled date for FHWA approval of the DEIS is October 2010.

Public Hearing – John Krane said that the Public Hearing is scheduled for November 2010, but that it would be moved up if possible.

VE Meeting – Mr. Krane said that the VE Meeting will be held in March 2011 (after the Public Hearing). Mr. Krane mentioned that after a preferred alternative is chosen it would be easier for the VE Team to focus on the project specifics, as opposed to the six alternatives presently being analyzed.

Follow-Up Items from Last Month

None

Open Discussion

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Crosstown Parkway Extension EIS
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FDOT West Palm Beach Operations Center

Purpose and Need – Mr. Krane mentioned that CEMO had made comments about the Purpose and Need being included in each technical report. He explained that this was done so that each technical report could stand alone and provide the reader with a sufficient overview of the project. Mr. Krane asked if it was acceptable to provide a Purpose and Need discussion in these reports, even if it is not necessary. He explained that the Purpose and Need would be expounded upon in the DEIS, and that there would be no contradiction between the Purpose and Need presently contained in the reports, and the one that will ultimately be included in the DEIS. Rusty Ennemoser mentioned that she had heard that FHWA may have an opinion about this issue. Mr. Krane asked that a meeting be scheduled with Beatriz Caicedo-Maddison and FHWA to discuss the final decision on the Purpose and Need.

Mr. Davis added that the team was flexible in the writing of the Purpose and Need for both the technical reports and the DEIS, and since there would be no contradictory information presented that it should not be an issue.

Ms. Beatriz Caicedo-Maddison concurred with Lynn Kiefer's suggestion that a draft of the Purpose and Need be submitted to FHWA for review to determine if it is sufficient for the DEIS.

Preferred Alternative – Mr. Krane noted the conversation from last month's meeting when it was discussed that a preferred alternative would not be identified in the DEIS. Mr. Davis clarified that all alternatives would be included in the DEIS, but highlighted that it would be appropriate, with proper justification, to identify if an alternative did not meet the Purpose and Need.

Roy Jackson noted that, for Section 4(f) purposes, it is best to keep all alternatives in the documents. He also agreed that once an alternative has been proven not to meet the Purpose and Need that it no longer needs to be considered. Further, that the No-Build Alternative is still the preferred alternative until a build alternative is proven prudent and feasible.

Mr. Krane informed Mariano Berrios that the NAR should be delivered to CEMO next week.

Ms. Caicedo-Maddison noted that comments were received from the National Marine Fisheries Service today and need to be discussed. Mr. Jackson asked that copies of these comments be sent to him. Ms. Caicedo-Maddison also commented that NMFS has requested a meeting to discuss the comments.

Ron Miedema asked if any comments had been received from EPA yet. Mr. Krane noted that no comments had been received from EPA. Mr. Miedema said that he would follow up on the comments.

Conceptual Environmental Resource Permit Review Update

Mr. Mirson noted that his permitting staff will have a 2nd meeting with DEP in Tallahassee on Tuesday next week regarding State Land issues. Anna Peterfreund added that they are coordinating with the City to review mitigation alternatives for the wetlands.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – September 17, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Next Team Meeting

The next Working Group Meeting will be held on October 15, 2009 at 2:00.

Follow-ups items are:

Mr. Jackson and Ms. Caicedo-Maddison will schedule a teleconference with George Hadley to resolve the Purpose and Need discussion.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – August 20, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Donald Cooper, City Manager – City of Port St. Lucie
Jerry Bentrutt, Assistant City Manager – City of Port St. Lucie
Patricia Roebling, P.E., Acting City Engineer – City of Port St. Lucie
Roxanne Chessner, P.E., Engineering – City of Port St. Lucie
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Paul Lampley, P.E. – Florida Department of Transportation
Michael Davis – Keith and Schnars, P. A.
John Krane, P.E. – Keith and Schnars, P.A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P. A.
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.
Brian Barnett – Florida Fish and Wildlife Conservation Commission
Brian Mirson, P.E., – American Consulting Engineers of Florida, LLC

Attendees by Telephone:

Larry Weatherby – American Consulting Engineers of Florida, LLC
George Hadley – FHWA Florida Division
Lauren Milligan – Florida Department of Environmental Protection
Kime Landes – Florida Department of Environmental Protection
Christine Haddock – Florida Department of Transportation – Central Office
Vicki Sharpe – Florida Department of Transportation – Central Office
Rusty Ennemoser – Florida Department of Transportation – Central Office
Terry Gilbert – Florida Fish and Wildlife Conservation Commission
Hugo Carter – South Florida Water Management District
Mindy Parrott – South Florida Water Management District
Garrett Lips – US Army Corps of Engineers
Ron Miedema – US Environmental Protection Agency
Brandon Howard – US National Marine Fisheries
John Wrublik – US Fish and Wildlife Service

Introductions

Introductions were made, and John Krane noted that attached to the day's agenda were the Final Meeting Minutes from the July Meeting, and a table outlining the schedule of the technical reports for the Draft Environmental Impact Statement (DEIS).

Schedule Review

Technical Reports – John Krane noted that the first ten technical reports listed on the agenda have been reviewed by CEMO, FDOT District 4 and the City. These reports include the Contamination Screening Evaluation Report (CSER), Cultural Resource Assessment Survey (CRAS), Endangered Species Biological Assessment (ESBA), Essential Fish Habitat (EFH), Wetlands Evaluation Report (WER), Pond Siting Report (PSR), Preliminary Drainage Report (PDR), Location Hydraulics Report

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – August 20, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

(LHR), Air Quality Report (AQR) and the Design Traffic Technical Memorandum (DTTM). Mr. Krane said that the comments from these reviews have been incorporated into the reports and they were submitted to Federal Highway Administration (FHWA) and the five Cooperating Agencies: US Fish and Wildlife Service, US Army Corps of Engineers, US National Marine Fisheries Service, US Environmental Protection Agency, and US Coast Guard, on August 19, 2009. Mr. Krane noted that a 30 day review time was requested for the technical reports.

Mr. Krane noted that the Sociocultural Effects Report (SCER) and the Conceptual Stage Relocation Plan (CSRP) have been reviewed by CEMO, FDOT District 4 and the City. The comments for these reports have been received, but still need to be incorporated into all of the reports. Mr. Krane stated that CEMO will be sending more comments (by George Ballo) by Monday or Tuesday of the following week. FHWA should receive these two technical reports for review in early September.

Mr. Krane stated that the Noise Analysis Report (NAR) has been reviewed by the City, and that a teleconference is scheduled for Monday August 24, 2009, with Kimley-Horn. After the comments have been incorporated to the Noise Report, it will be sent to FDOT District 4 and CEMO.

CEMO Report Review Teleconference – Mr. Krane noted that the CEMO teleconferences have been completed with the exception of the Noise Report.

VE Meeting – Mr. Krane noted that teleconferences were conducted on August 4 & 11, 2009 to discuss the Value Engineering (VE) Meeting. After conversations with FDOT, FHWA and the City, it has been decided that the VE Meeting will be held in March 2011 (after the Public Hearing). Beatriz Caicedo-Maddison added that it would be preferable to have the VE meeting after a preferred alternative has been selected, so that a greater number of important issues can be concentrated on during the meeting. George Hadley said that the new schedule for the VE meeting was satisfactory with FHWA.

DEIS – Mr. Krane discussed the schedule for the submittal of the DEIS, and stated that the City wants to review the DEIS prior to submittal to the FHWA. Mr. Krane noted that the first initial draft of the DEIS is scheduled for December. He explained that there were previous discussions about submitting this initial draft to the City, FDOT District 4, and FDOT CEMO simultaneously, but a City review prior to a review by FDOT District 4 and CEMO alter this review process. The City indicated they could review information in sections (as opposed to waiting for the complete document) if that would assist in facilitating a more expedient delivery of the DEIS. Mr. Krane explained that it could complicate the development of the DEIS if the City has identified changes that affect later sections being drafted. Assuming that it could take approximately one month for City review and one month to address comments, delivery of the DEIS to FDOT District 4 and CEMO would then take place in February of 2010.

Brian Mirson asked if the DEIS will include a preferred alternative. Paul Cherry noted that there will be no preferred alternative in the DEIS. Mr. Hadley added that the FHWA does not want a preferred alternative identified in the DEIS.

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Michael Davis asked if an alternative could be eliminated from further consideration if sufficient justification is provided. Mr. Hadley stated that this was possible, but it will have to be coordinated with the Division and the Washington National office as well as the Legal department of FHWA prior to submittal of the DEIS. Ms. Caicedo-Maddison noted that this coordination is not planned in the overall schedule for the project and if the team wants to pursue this option this should be added to the schedule.

Ms. Caicedo-Maddison asked when FHWA and the Cooperating Agencies would see the DEIS. Mr. Krane stated that, based on the previous discussion related to FDOT District 4 and CEMO reviews in February, the DEIS would be delivered to FHWA and the Cooperating Agencies and Participating Agencies in April of 2010. Mr. Hadley requested that four copies of the DEIS be provided to FHWA.

Ron Miedema noted that the Regional offices in Atlanta may want to see certain technical reports as well. Mr. Krane noted that anyone who wanted a copy of a technical report should contact his office to request a copy of a report.

Public Hearing – John Krane said that the Public Hearing is scheduled for November 2010, but that it would be moved up if possible.

Follow-Up Items from Last Month

CEMO Methodology Conference Calls – Mr. Krane reiterated that all calls were complete with the exception of the Noise Report, and that they have been very helpful, and he thanked Ms. Caicedo-Maddison and Ms. Sharpe for their coordination efforts and assistance.

Finalize and Distribute June Meeting Minutes – The final meeting minutes for the June Meeting were finalized and distributed.

Open Discussion

Ms. Sharpe reiterated that the FHWA, Cooperating Agencies, and Participating Agencies will all review the DEIS simultaneously, and will advise which reports they want to review.

Conceptual Environmental Resource Permit Review Update

Mr. Mirson mentioned that his permitting staff will be meeting in Tallahassee next week at DEP regarding State Land issues.

Next Team Meeting

The next Working Group Meeting will be held on September 17, 2009 at 2:00.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – July 16, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Brian Mirson, P.E., – American Consulting Engineers of Florida, LLC
Roxanne Chesser, P.E., Engineer – City of Port St. Lucie
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Michael Davis – Keith and Schnars, P. A.
Barry Ehrlich – Keith and Schnars, P. A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
John Krane, P.E. – Keith and Schnars, P.A.
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.
Lynn Kiefer – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

Anna Peterfreund – American Consulting Engineers of Florida, LLC
Larry Weatherby – American Consulting Engineers of Florida, LLC
Roberta Richards, Manager, Engineering Operations – City of Port St. Lucie
George Hadley – FHWA Florida Division
Cathy Kendall – FHWA Florida Division
Joe Duncan – Florida Department of Environmental Protection
Laura Herren – Florida Department of Environmental Protection
Lauren Milligan – Florida Department of Environmental Protection
George Ballo – Florida Department of Transportation – Central Office
Catherine Bradley – Florida Department of Transportation – Central Office
Roy Jackson – Florida Department of Transportation – Central Office
Vicki Sharpe – Florida Department of Transportation – Central Office
Rusty Ennemoser – Florida Department of Transportation – Central Office
Paul Rice – Florida Division of Recreation & Parks
Terry Gilbert – Florida Fish and Wildlife Conservation Commission
Daniel Griffin – Savannas Preserve State Park
Hugo Carter – South Florida Water Management District
Mindy Parrott – South Florida Water Management District
Garrett Lips – US Army Corps of Engineers
Ron Miedema – US Environmental Protection Agency
Brian Barnett – Florida Fish and Wildlife Conservation Commission
Brandon Howard – US National Marine Fisheries

Introductions

Introductions were made, and John Krane noted that attached to the day's agenda were the Final Meeting Minutes from the May Meeting, and the Draft Meeting Minutes from the June Meeting. Mr. Krane asked if there were any comments or corrections to be made to the June Draft Meeting Minutes. There were no comments or corrections noted by anyone participating in the meeting, and Mr. Krane said that the minutes would be finalized and added to the record.

Schedule Review

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – July 16, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Technical Reports – John Krane noted that five technical reports had been submitted to CEMO, FDOT and the City in June, including: Contamination Screening Evaluation Report (CSER), Cultural Resource Assessment Survey (CRAS), Endangered Species Biological Assessment (ESBA), Essential Fish Habitat (EFH) and Wetlands Evaluation Report (WER). Mr. Krane said some preliminary comments had already been received regarding the reports, and that the CRAS would be distributed in accordance with Section 106 Consultation process.

Mr. Krane said that the Location Hydraulics Report was submitted on June 30, and was currently undergoing a simultaneous review by FDOT CEMO, FDOT District 4 and the City. The Preliminary Drainage Report, and Pond Siting Report, were also delivered to FDOT CEMO on June 30th, however these two reports have been reviewed already once by FDOT District 4 and the City. It was also noted that the Design Traffic Technical Memorandum and Air Quality Report were submitted on July 2 to CEMO and were undergoing review.

Mr. Krane indicated that the Sociocultural Effects Report and Conceptual Stage Relocation Plan were sent via the previous night's mail and should have arrived at FDOT CEMO. It was also noted that the FDOT and the City received CD copies of these reports today as well. Mr. Krane explained that the Noise Analysis Report is ongoing and should be completed this week, and sent out to the City the following week. Mr. Krane noted that after an approximate 3-week review by the City, the Noise Report should be delivered to CEMO around mid-August.

Mr. Krane said that as a reference tool he would send out a spreadsheet showing the status of all the technical reports to the team.

Catherine Bradley noted that she was presently reviewing the Pond Siting Report, Preliminary Drainage Report, and the Location Hydraulics Report, and expects to be completed by July 28. Ms. Bradley said that she would like to schedule a teleconference during that week to discuss her comments.

CEMO Report Review Teleconference - John Krane explained that teleconferences were being held with CEMO to discuss their comments on the technical reports. Mr. Krane noted that two teleconferences had been conducted so far to discuss the Cultural Resource Assessment Survey (June 24, and July 9) and the Contamination Screening Evaluation Report (July 9). A key outcome from the discussion of the Cultural Resource Assessment Survey was that an underwater survey is not needed at this time. Roy Jackson suggested that the Cultural Resource Assessment Survey include details as to why the project will not require an underwater survey, but clarified that if new evidence is uncovered which suggests that an underwater survey would be beneficial, it could be required in a later phase.

Mr. Krane announced that there would be a teleconference after the on-going meeting starting at 3:00 p.m. to discuss the Endangered Species Biological Assessment, Essential Fish Habitat and Wetlands Evaluation Report.

Value Engineering Meeting – John Krane said that the Value Engineering Meeting is scheduled for the week of September 14, 2009. Mr. Krane said that the meeting will most likely be held at the

Meeting Minutes
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2:00 p.m. to 3:00 p.m.
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FDOT District 4 office. Mr. Krane suggested that if FHWA or CEMO wanted to attend or participate they should contact either him or Beatriz Caicedo-Maddison of FDOT. George Hadley suggested contacting Tom Goldstein (FHWA Area Engineer for District 4), who may be interested in attending or participating.

Draft EIS – John Krane said that the Draft Environmental Impact Statement is scheduled to be submitted in November/December 2009. Mr. Krane noted that FHWA approval of the DEIS is scheduled for October 2010.

Public Hearing – John Krane said that the Public Hearing is scheduled for November 2010.

Follow-Up Items from Last Month

Methodology Conference Call – Mr. Krane reiterated that the methodology conference calls were ongoing to discuss the technical reports being reviewed and he thanked Vicki Sharpe for her coordination efforts and assistance.

Open Discussion

Project Scheduled Work Task - Roberta Richards noticed that there were work tasks on the schedule, such as the Floodplains and Coastal Zone Consistency, and asked if they were technical report titles that needed to be completed before the DEIS. John Krane explained that these were actually sections of the DEIS and would be completed when the draft is submitted for review.

Conceptual Environmental Resource Permit Review Update

Anna Peterfreund noted that an extension to October 19, 2009 had been received for submittal of responses to the Request for Additional Information on the conceptual Environmental Resource Permit. Brian Mirson indicated that the permit would include a first run of mitigation plan with the UMAM scoring.

Next Team Meeting

The next Working Group Meeting will be held on August 20, 2009 at 2:00.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.



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MEETING MINUTES

Meeting Date: June 23, 2009 **Date Issued:** July 10, 2009
Location: SFWMD – Martin/St. Lucie Regional Service Center
Project Name: City of Port St. Lucie Crosstown Parkway Extension
Purpose: Secondary Impact UMAM Analysis
Notes by: Chris Salicco **American Project #:** 5079986
Copies to: Attendees, Larry Weatherby, Laura Herren, City of Port St. Lucie

<u>Attendees</u>	<u>Representing</u>	<u>Phone</u>	<u>Fax or e-mail</u>
Corey Carter	American Consulting	813-927-5736	ccarter@ace-fla.com
Chris Salicco	American Consulting	813-494-2469	csalicco@ace-fla.com
Anna Peterfreund (Phone)	American Consulting	706-508-4029	Anna.peterfreund@ace-fla.com
Ron Miedema	EPA	561-616-8741	Miedema.ron@epa.gov
Brandon Howard	NOAA - NMFS	561-616-8880	Brandon.howard@noaa.gov
Garett Lips	USACE	561-472-3519	Garett.G.Lips@usace.army.mil
Mindy Parrott	SFWMD	772-223-2600	mparrott@sfwmd.gov
Ryan Bond	SFWMD	772-223-2600	rbond@sfwmd.gov
Lynn Kiefer	Kimley-Horn	772-794-4075	Lynn.kiefer@kimley-horn.com
Kristine Stewart (Phone)	Keith & Schnars	954-776-1616	kstewart@keithandschnars.com

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The meeting was held to discuss evaluation of secondary impacts for the City of Port St. Lucie Crosstown Parkway Extension over the North Fork of the St. Lucie River. The meeting was held at the South Florida Water Management District's (SFWMD) Martin/St. Lucie Regional Service Center at 10:00 am. The meeting started by determining the distance from the proposed bridge needed to sufficiently evaluate for secondary impacts. The group discussed numerous factors including, but not limited to shading, noise, vibration, and habitat fragmentation. It was agreed that the secondary impacts would be evaluated out to 250 feet from the edge of the proposed right-of-way. The UMAM scoring would be broken down into two distance ranges: 0-50' for shading and vegetation impact and 51-250' for disruption and impacts to habitat and wildlife.

The UMAM scoring would be consistent throughout the project site. The UMAM scores would be evaluated for 2 categories; one for forested and the other for marsh/herbaceous. National Marine Fisheries Service (NMFS) was asked if the mangrove forest should be scored separately because it is also Essential Fish Habitat (EFH). NMFS indicated that it was not necessary to score mangrove forest separately because these areas would function similar to the other forested systems. FLUCCS codes 641 and 6417 are to be classified as marsh/herbaceous and the remaining systems would be categorized under forested systems. The UMAM scoring to be used was discussed and agreed upon. The table below shows the results from the meeting to be used for the UMAM analysis for secondary impacts:

UMAM Category	Decrease in UMAM Score			
	Marsh		Forested	
	0-50'	51-250'	0-50'	51-250'
Location and Landscape Suport	3	2	3	1
Water Environment	0*	0	0*	0
Community Structure	3	0	3	0

*Noted that Ron Miedema with EPA and Garett Lips with USACE recommended 1 point drop in score.

The meeting adjourned at approximately 12:00 pm.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – June 18, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Donald Cooper, City Manager – City of Port St. Lucie
Jerry Bentrott, Assistant City Manager – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roxanne Chessner, P.E., Engineer – City of Port St. Lucie
Roberta Richards, Manager, Engineering Operations – City of Port St. Lucie
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Michael Davis – Keith and Schnars, P. A.
John Krane, P.E. – Keith and Schnars, P.A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Brian Mirson, P. E., – American Consulting Engineers of Florida, LLC

Attendees by Telephone:

Linda Anderson – FHWA Florida Division
Hugo Carter – South Florida Water Management District
Paul Cherry – Kimley-Horn and Associates, Inc.
Daniel Griffin – Savannahs Preserve State Park
George Hadley – FHWA Florida Division
Laura Herren – Florida Department of Environmental Protection
Cathy Kendall – FHWA Florida Division
Lynn Kiefer – Kimley-Horn and Associates, Inc.
Ron Miedema – US Environmental Protection Agency
Mindy Parrott – South Florida Water Management District
Vicki Sharpe – Florida Department of Transportation – Central Office
John Wrublik – US Fish and Wildlife Service

Introductions

Introductions were made, and it was noted that several attachments were included with the meeting announcement: the June Team Meeting Agenda, the draft meeting minutes from the May Working Group Meeting; the Alternatives Public Workshop Summary; and Sign-In Sheets from the Workshop. John Krane noted that no comments were received prior to the meeting and inquired if anyone participating in the meeting had any comments or corrections to be incorporated into the final version of the meeting minutes. Ron Miedema clarified that on the final page of the meeting minutes it should note that he only agreed to contact Brandon Howard, and not Lauren Milligan regarding comments on the text distributed previously to address the presences of Opossum Pipefish within the study area. Mr. Krane noted that the correction would be made and the minutes would be finalized and distributed to the team.

John Krane announced the passing of Walter England, the City Engineer of Port St. Lucie. Jerry Bentrott announced that Patricia Roebling will be the acting City Engineer and that any questions previously directed to Mr. England, should now be directed to Ms. Roebling.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – June 18, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Schedule Review

Technical Reports – John Krane noted that five technical reports had been submitted to CEMO, including: Contamination Screening Evaluation Report (CSER), Cultural Resource Assessment Survey (CRAS), Endangered Species Biological Assessment (ESBA), Essential Fish Habitat (EFH) and Wetlands Evaluation Report (WER). Vicki Sharpe confirmed that while initially there were issues downloading the reports, once they were put on their local site, they were able to access the documents and begin the review process. Ms. Sharpe mentioned that her office had yet to receive the Design Traffic Technical Memorandum and the Noise Report, which were expected by June 16, 2009. John Krane said that the reports were being finalized and that the Traffic Report should be completed by Tuesday, June 23, 2009 and the Noise Report the following week.

Mr. Krane said that the Design Traffic Technical Memorandum will be sent to Paul Cherry and Lynn Kiefer once completed.

Location Hydraulics Report – John Krane indicated that the draft report was completed in April, and that revisions are now being finalized and will be sent for review to the City and FDOT District 4, once complete.

Air Quality Analysis Report – John Krane said the Air Quality Analysis Report is on-going and that the draft will be delivered to the City and FDOT for review by the end of June.

Vicki Sharpe suggested having a discussion/teleconference to review the Cultural Resources Assessment (CRA) methodology used in the analysis. After some discussion a tentative date was established for Wednesday (June 24, 2009) to discuss the methodology and CRA. It was suggested that the conference call include George Hadley, Linda Anderson, George Ballo and Roy Jackson, Beatriz Caicedo-Maddison, Lynn Kiefer, and the Consultant team.

Vicki Sharpe asked when the FHWA and cooperating agencies will receive the technical reports for review. John Krane said that everything should be received by the second week of August.

Value Engineering Meeting – John Krane said that the Value Engineering Meeting is scheduled for the week of September 14, 2009. Mr. Krane said that the areas the VE Meeting will be focused on have not been determined yet, and that coordination between FDOT and the City will take place to decide this. Beatriz Caicedo-Maddison invited the team members from the Cooperating Agencies to participate in the VE Meeting presentation which occurs on Friday of that week.

Draft EIS – John Krane said that the Draft Environmental Impact Statement is scheduled to be submitted around November/December 2009, to FDOT District 4, CEMO and the Cooperating Agencies.

Public Hearing – John Krane said that the Public Hearing is scheduled for November 2010. Michael Davis said that the Hearing will be scheduled so as not to be impacted by the Thanksgiving holiday.

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Crosstown Parkway Extension EIS
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2:00 p.m. to 3:00 p.m.
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Follow-Up Items from Last Month

Alternatives Public Workshop Review – John Krane said that the Alternatives Public Workshop was held on June 4, 2009, at the new Civic Center in the City of Port St. Lucie. Mr. Krane said that there were approximately 120 people from the general public in attendance. He explained stations were staffed to address the anticipated impacts associated with the various alternatives based on focus areas such as Project Overview, Environmental Impacts, Concept Plans, Traffic/Noise, and Community Impacts. Mr. Krane also noted that an informational presentation with a voiceover was shown continuously throughout the Workshop which summarized the history and background of the project. Comment tables for written comments were provided, and a court reporter was present to record oral comments. A summary report of the workshop and sign-in sheets were attached to meeting invitation for information and files.

The team members that were present at the workshop discussed some of the comments received from the public, as well as the general impression of the overall event. John Krane said that responses would be sent to all who provided comments.

Beatriz Caicedo-Maddison asked if it was expected that FDOT would be doing the relocation plan. Ms. Caicedo-Maddison said that if the City wanted FDOT to perform the relocation plan, they should submit a request to her office. An informal email would suffice, for the request.

Open Discussion

Cooperating Agencies/Legal Sufficiency – John Krane noted that all five Cooperating Agencies had responded regarding legal sufficiency, and that none of them required a special determination above and beyond that conducted by the Lead Federal Agency. Their reviews would relate to their areas of jurisdiction.

Conceptual Environmental Resource Permit Review Update

Brian Mirson advised the team a meeting will be held on Tuesday, June 23, 2009 to review the Methodology and UMAM Scoring for the Secondary Impacts. Mr. Mirson said that he had responded to Sally Mann's letter involving the Conceptual Environmental Resource Permit, and identified properties for mitigation.

Next Team Meeting

The next Working Group Meeting will be held on July 16, 2009 at 2:00.

Summary of Follow-Up Activities

John Krane said that changes will be made to the May meeting minutes pertaining to the correction made by Ron Miedema at the beginning of today's meeting. Mr. Krane said that once this correction is made and the minutes have been finalized, they will be distributed to the team.

Mr. Krane said that a conference call to discuss the methodology of the CRA will be planned for next week. The conference call will include the project consultant, FHWA, CEMO, FDOT District 4, and Lynn Kiefer of Kimley-Horn.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – May 21, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Jerry Bentrutt, Assistant City Manager – City of Port St. Lucie
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Barry Ehrlich – Keith and Schnars, P. A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Lynn Kiefer – Kimley-Horn and Associates, Inc.
John Krane, P.E. – Keith and Schnars, P.A.
Brian Mirson, P.E. – American Consulting Engineers of Florida, LLC
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie

Attendees by Telephone:

Linda Anderson – FHWA Florida Division
Catherine Bradley – Florida Department of Transportation – Central Office
Margie Bixby – Florida Department of Transportation – Central Office
Daniel Griffin – Savannas Preserve State Park
George Hadley – FHWA Florida Division
Roy Jackson – Florida Department of Transportation – Central Office
Cathy Kendall – FHWA Florida Division
Paul Lampley – Florida Department of Transportation
Pete McGilvray – Florida Department of Transportation – Central Office
Ron Miedema – US Environmental Protection Agency
Lauren Milligan – Florida Department of Environmental Protection
Mindy Parrott – South Florida Water Management District
Anna Peterfreund – American Consulting Engineers of Florida, LLC
Roberta Richards – City of Port St. Lucie
Vicki Sharpe – Florida Department of Transportation – Central Office
Larry Weatherby – American Consulting Engineers of Florida, LLC

Introductions

Introductions were made, and it was noted that the final meeting minutes from the April Working Group Meeting were sent with the meeting announcement, and attached to the hardcopy of the day's agenda. John Krane noted that all comments and corrections had been incorporated into the final version of the meeting minutes.

Schedule Review

Technical Reports – John Krane said that all comments have been received for the Technical Reports from the City, Florida Department of Transportation and Kimley-Horn, and that responses to the comments were being incorporated into the Technical Reports.

John Krane indicated that once the Technical Reports were completed they will be sent to the Central Environmental Management Office for review, via a PDF file and/or an FTP link. Vicki Sharpe said that sending a CD of the reports would also be acceptable. Mr. Krane said that the package, including the final Technical Reports would be sent to Ms. Sharpe and Ms. Catherine

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Bradley, near the beginning of June. Once the reports have been received, Mr. Krane identified that there was an expected 30-day review period (or sooner if possible).

Location Hydraulics Report – John Krane said that the draft report was completed in April, and that revisions are now on-going based on the comments received from the other Technical Reports. Mr. Krane said that the draft will be delivered to the City and FDOT for review in June.

Noise Analysis Report – John Krane said the Noise Analysis Report is on-going and that the draft will be delivered to the City and FDOT for review in June.

Design Traffic Technical Memorandum – John Krane said that the Design Traffic Technical Memorandum is on-going and that a draft will be delivered to the City and FDOT for review in mid-June.

Air Quality Analysis Report – John Krane said the Air Quality Analysis Report is on-going and that the draft will be delivered to the City and FDOT for review in mid-June.

Patricia Roebling asked how the delay in the delivery of the Noise and Air Quality Reports could affect the projects overall schedule. John Krane said that while in the meantime there may be some minimal delay, overall there should not be any major delays to the project. Ms. Roebling asked that the City be notified if any delays are expected to occur.

Lynn Kiefer asked what the schedule was for the Cooperating Agencies to review the technical reports. John Krane said that the CEMO should have the reviews completed around July 1, 2009. Ms. Kiefer asked if the Technical Reports could be sent to FHWA and the other Cooperating Agencies for review, concurrently. George Hadley agreed with sending the Technical reports out concurrently to be reviewed. Pete McGilvray mentioned that it would be convenient for his office to review the DEIS along with the FDOT District 4 offices also, Beatriz Caicedo-Maddison and Cathy Kendall agreed.

It was decided that FHWA and the Cooperating Agencies would review the Technical Reports concurrently, and that the initial draft of the DEIS would be reviewed simultaneously among FDOT District 4, CEMO, FHWA and the Cooperating Agencies.

Follow-Up Items from Last Month

Alternatives Public Workshop Planning - Barry Ehrlich stated that the planning for the Alternatives Public Workshop was on-going. Mr. Ehrlich said that the meeting will have an informal format. Anticipated impacts associated with the various alternatives would be grouped into focus areas such as Project Overview, Environmental Impacts, Concept Plans, Traffic/Noise, and Community Impacts. Mr. Ehrlich also said that there will be an informational presentation shown continuously throughout the Workshop that will highlight the history and background of the project. Comments tables for written comments would be set up, and a court reporter would be available to record oral comments.

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John Krane asked Beatriz Caicedo-Maddison if the FDOT District 4 office would be sending a representative from the Right of Way office to the workshop. Ms. Caicedo-Maddison said that one FDOT official would be coming and possibly two and she would let Mr. Krane know when she found out their names.

John Krane said that a newspaper ad announcing the workshop had run in the local newspaper, and a local television advertisement was being conducted. Mr. Krane mentioned a radio interview done by Michael Davis the previous week to promote the upcoming workshop and discuss the project. Mr. Krane said that the interview would be placed on the project's website when ready.

Open Discussion

Opossum Pipefish – John Krane said that both Brandon Howard and Laura Herren were sent the text developed to respond to the Opossum Pipefish inquiry, and that he was awaiting a response. *[Brandon Howard subsequently reported that the previous meeting minutes captured his thoughts]*

Cooperating Agencies/Legal Sufficiency – John Krane noted that he had received responses from only four of the five Cooperating Agencies in response to the letters that were sent asking them if their agency would perform their own legal sufficiency review. Mr. Krane noted that the U.S. Fish and Wildlife Service had indicated this was being worked on, but had not yet responded.

Alternatives Workshop – Paul Lampley asked if any new controversies involving the project had come to our attention lately. John Krane and Patricia Roebling both said that there was nothing new lately, but would let the group know if anything came up. Roberta Richards said that while there were no new controversies, the workshop notices were still being mailed out until the end of the week and if anything came up she would notify the group.

Conceptual Environmental Resource Permit Review Update

Brian Mirson advised the team that the SFWMD will be reviewing information concerning the Conceptual Environmental Resource Permit. Patricia Roebling noted that the City received an update from Sally Mann (FDEP) involving the Conceptual Environmental Resource Permit. Mr. Mirson said that he will be setting up dates for submittal of the information.

Next Team Meeting

The next Working Group Meeting will be held on June 18, 2009 at 2:00.

Summary of Follow-Up Activities

John Krane said that at next month's Group meeting the Alternatives Public Workshop (June 4, 2009) would be discussed.

If there are any controversies concerning the project, please notify the team as soon as possible.

It was agreed that the Cooperating Agencies will all review the Technical Reports as well as the DEIS concurrently with FHWA. George Hadley said that given the staff changes in his office, the FHWA comments may be delayed. John Krane asked Mr. Hadley if he would like a presentation on the background of the project in order to familiarize the new staff members with the project. Mr.

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Hadley said that this would be helpful, as well as a video conference. Pete McGilvray said that if needed his office can be used to set up a teleconference.

Ron Miedema said that he would contact Brandon Howard to discuss the text developed to respond to the Opossum Pipefish inquiry, to determine if they had a response.

Vicki Sharpe suggested planning a conference call to coordinate the comments and responses received from the Technical Reports.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Cul-de-sac Meeting – April 28, 2009
2:00 p.m. to 4:00 p.m.

Purpose: Cul-de-sac Meeting for Crosstown Parkway Extension

Attendees:

Officer Joe Byrne – PSL Police Department	772-201-1227	
Roxanne Chessier, Eng. – City of Port St. Lucie	772-871-5186	<i>rchessier@cityofpsl.com</i>
Sgt. Kacey Donnell – PSL Police Department	772-811-5001	<i>kacey.donnell@pslpd.us</i>
Walter England, P.E., – City of Port St. Lucie	772-871-5175	<i>waltere@cityofpsl.com</i>
Derek Foxx – PSL Fire Department	772-621-3322	
Harry Fulwood, Jr. – Keith and Schnars, P.A.	954-776-1616	<i>hfulwood@keithandschnars.com</i>
Yuri Hood, P. E. - Keith and Schnars, P. A.	954-776-1616	<i>yhood@keithandschnars.com</i>
John Krane, P. E. - Keith and Schnars, P. A.	954-776-1616	<i>jkrane@keithandschnars.com</i>
Officer Rob Loupe – PSL Police Department	772-370-3619	<i>rob.loupe@pslpd.us</i>
Patricia Roebling, P.E., – City of Port St. Lucie	772-871-5174	<i>patr@cityofpsl.com</i>
Marty Sanders – School District	772-429-3640	<i>sandersm@stlucie.k12.fl.us</i>
Richard Sheppard – PSL Police Department	772-871-7348	<i>richard.shepard@pslpd.us</i>
Phil Vitale – School District	772-340-7134	<i>vitalep@stlucie.k12.fl.us</i>
Bryan Wilson, P. E. – Keith and Schnars, P. A.	954-776-1616	<i>bwilson@keithandschnars.com</i>

Meeting Summary

The following are highlights of the team meeting held on April 28, 2009.

Yuri Hood, with Keith and Schnars (K&S) opened up the meeting with attendee introductions and a brief project description. Mr. Hood explained that this meeting was being held to discuss access management impacts and the proposed cul-de-sac plan for the Crosstown Parkway Extension project. Mr. Hood informed the attendees that on April 1, 2009, John Krane, Harry Fulwood and he met with City officials to discuss an access management plan for all streets and parcels which included a discussion of proposed cul-de-sac locations. At that meeting it was suggested that K&S meet with the Fire Department, Police Department, and School District to discuss the team's access management decisions and to solicit comments.

Mr. Hood proceeded to present the plan view layouts for the six Crosstown Parkway Alternative Alignments. These plans showed the proposed cul-de-sac locations and interconnecting street details as well as the overall access management plan:

Alternative 2A –

- Marty Sanders, with the St. Lucie County School District, expressed concern over the number of walkers that attended the school on Floresta Drive. Marty asked if there were going to be any pedestrian bridges provided along the corridor to facilitate pedestrian traffic to cross over the Parkway. Mr. Hood informed the attendees that elevated pedestrian crossings are not proposed as a part of this project. Mr. Hood pointed out that that there would be crosswalks provided at the major intersections allowing pedestrians to cross the Crosstown Parkway Extension. In addition, an 8 ft wide sidewalk will be provided on both sides of the roadway to accommodate pedestrian traffic.

Alternative 2D -

- Attendees agreed this alignment would cause the most vehicular delay.
- Mr. Sanders commented that Alternative 2D seemed to have the most negative impact on the school pedestrians, since there would be two major intersections that the students would have to cross if coming from the north.

Alternative 1C -

- Mr. Hood noted that the location of the proposed pond would be moved from the wetland area to the north where it would be combined with the existing Liberty Medical Center drainage pond.
- Marty noted that this Alternative would be good from a pedestrian standpoint. It would provide minimal impact to the students walking to Floresta Elementary School.
- The Fire Department (Derek Foxx) and Police Department (Sgt. Kacey Donnell) mentioned that this Alternative would be helpful in speeding up emergency responses. Sgt. Donnell also noted that he thought this Alternative would allow for more access.
- Mr. Hood noted that Coral Reef Street will remain open underneath the proposed bridge.

Alternative 1F -

- Mr. Hood informed the attendees that this alignment forms a new T-Type intersection at its connection with U.S.1.

Alternative 6B -

- Mr. Hood informed the attendees that this alignment connects at the same point along U.S. 1 as Alternative 1F.

Alternative 6A -

- Mr. Hood noted that this Alternative will create a signalized intersection on U.S. 1
- Sgt. Donnell insisted that the public may not like this particular Alternative. This Alternative creates a number of dead end streets. Mr. Donnell noted that the proximity of the dead end streets to the Parkway may actually aid in criminal activity.

Sgt. Donnell informed the attendees that they were having trouble catching speeders along the existing portion of Crosstown Parkway because of the lack of median turn-a-rounds. He suggested placing additional median openings along the corridor to accommodate u-turns. The City suggested placing a full u-turn between Sandia Ave. and Floresta Dr. The attendees also discussed placing a median opening at the foot of the bridges; complete with an 'Officials Use Only' sign, for Police vehicles only, which would prevent them from having to drive around the bridge when trying to make a stop. The designers agreed to review the governing design criteria and determine if Official Use Median openings can be incorporated into the design.

[The design team has since evaluated this request and has determined that a median opening should not be placed closer than 1500 feet from the bridge structure. Currently, there are intersections already proposed approximately 1500 feet from the bridges, therefore the designers recommend not placing an opening prior to the bridge.]

An official use U-turn at the foot of the Bridge would not meet standard criteria and could pose a sight distance problem. It is the designer's recommendation that this feature not be implemented.

City informed attendees that there would be the public meeting held to discuss the project.

Marty Sanders informed the attendees that crossing guards would be required at intersections at all proposed intersections to assist with student crossings. Mr. Sanders said that the City is responsible for crossing guards, and by providing grade separated crossing, it will be deferring long term (e.g. perpetuity) operating costs for crossing guards.

School board handed out an exhibit that showed the location of students in the area.

The meeting was adjourned at approximately 3:30 p.m.

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Crosstown Parkway Extension EIS
Team Meeting – April 16, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Don Cooper, City Manager – City of Port St. Lucie
Jerry Bentrott, Assistant City Manager – City of Port St. Lucie
Walter England, P.E., City Engineer – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roxanne Chessner, P.E., Engineer – City of Port St. Lucie
Roberta Richards, Manager, Engineering Operations – City of Port St. Lucie
John Krane, P.E. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P. A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Brian Mirson P.E. – American Consulting Engineers of Florida, LLC
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.
Lynn Kiefer – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

Paul Lampley – Florida Department of Transportation
Brandon Howard – U.S. National Marine Fisheries Service
Corey Carter – American Consulting Engineers of Florida, LLC
Daniel Griffin – Savannas Preserve State Park
Hugo Carter – South Florida Water Management District
Mindy Parrott – South Florida Water Management District
George Hadley – FHWA Florida Division
Laura Herren – Florida Department of Environmental Protection
Lauren Milligan – Florida Department of Environmental Protection
Chris Stahl – Florida Department of Environmental Protection
Catherine Bradley – Florida Department of Transportation – Central Office
Pete McGilvray – Florida Department of Transportation – Central Office
Vicki Sharpe – Florida Department of Transportation – Central Office
Terry Gilbert – URS Corporation – Florida Fish and Wildlife Conservation Commission
Ron Miedema – U.S. Environmental Protection Agency

Introductions

Introductions were made, and it was noted that the draft meeting minutes of the March Working Group Meeting were sent with the meeting announcement, and attached to the hardcopy of the day's agenda. There were neither comments nor corrections for the minutes attached. George Hadley requested that, when referring to secondary impacts in the wetlands write-up, that the words "buffer area" be included in parentheses. "Secondary impacts" is State terminology and "buffer area" is Federal terminology. This will allow for Federal participation in wetland mitigation costs.

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John Krane confirmed that since no changes were requested, he would proceed to finalize the March meeting minutes and distribute them to the team.

Schedule Review

Final Draft Reports and Concept Plans Submitted to the City and FDOT/Comments Received – Mr. Krane noted that comments had been received from FDOT for the Conceptual Plans (100 and 200 Scale), Conceptual Stage Relocation Report, and the Sociocultural Effects Report. FDOT is waiting to review Kimley-Horn's comments on the environmental reports prior to finalizing their review and submitting their comments. This is being done to expedite the report review process, as opposed to simply identifying a whole new set of comments. Mr. Krane also noted that FDOT had not yet submitted comments on the Pond Siting or Drainage reports, but that FDOT was coordinating the effort internally with their review of the Conceptual Environmental Resource Permit. Mr. Krane offered to meet with FDOT if necessary, to clarify any issues, if that would facilitate the review.

Location Hydraulics Report – Mr. Krane stated that the Location Hydraulics Report is ongoing and scheduled for completion in April 2009.

Noise Analysis – Mr. Krane stated that the Noise Analysis is ongoing and scheduled for completion in May 2009.

Design Traffic Memorandum – Mr. Krane indicated that the analysis for the Design Traffic Memorandum is ongoing and the report is scheduled for completion in May 2009. Mr. Krane also mentioned that FDOT is expected to provide comments on the Traffic Existing Conditions Report by Friday April 17, 2009. Mr. Krane said that FDOT was reviewing the daily volume projections and the Existing Condition Report concurrently.

Walter England asked FDOT when their review of the Design Traffic would be completed. Beatriz indicated she would discuss the status of reviews with the FDOT staff reviewing the reports. John Krane asked if there were any additional questions concerning the reports received or the review process being followed. Ms. Caicedo-Maddison mentioned that FDOT should review the methodology used in the noise analysis. Mr. Krane indicated that in a week or so Dr. Nassar would be requesting such a meeting.

Follow-Up Items from Last Month

Alternatives Meeting Planning – Barry Ehrlich stated that meetings have been held with both FDOT and the City to discuss the format of the upcoming Alternatives Meeting which will be held on June 4, 2009. Mr. Ehrlich noted that the Public Involvement staff of Keith and Schnars had visited the room where the event will be held, and was working on the proposed layout for the meeting. Mr. Ehrlich added that Keith and Schnars was also working on the display boards, graphics and invitations in preparation of the meeting.

Beatriz Caicedo-Maddison suggested that there should be a station at the Alternatives Meeting for information pertaining to the Conceptual Permit. John Krane said that there will be stations set up

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for all of the major sections of the project, including, Environment, Noise and Air, Conceptual Plans, Traffic and Concept Design, and a General section. Additional thought would be given regarding how to include the Conceptual Permit process as planning moves forward.

Ms. Caicedo-Maddison also mentioned that she thought it would be beneficial for a representative from American Consulting Engineers to be present at the meeting. Brian Mirson agreed and said that a representative could be present.

Cul-de-sac Meeting – John Krane summarized a meeting that took place with the City on April 1, 2009 related to the streets and parcels that will be affected by the project. Mr. Krane said that the comments received from the City have been incorporated into the plans. A final set will be submitted that will incorporate input received at an upcoming review meeting to be held with the County School District, Fire Department and Police Department.

Pond Siting – John Krane noted that a meeting was held with Bill Adams of American Consulting Engineers on April 1, 2009, to discuss the Pond Siting Report and its relationship with the Conceptual Environmental Resource Permit.

Legal Sufficiency Letter – John Krane said that he had received responses from four of the five Cooperating Agencies in response to the letters that were sent asking them if their agency would perform their own legal sufficiency review. Mr. Krane noted that U.S. Fish and Wildlife Service have not responded. The City thought that all five agencies had responded, but would check to make sure.

George Hadley asked that a copy of the responses from the Cooperating Agencies regarding their Legal Sufficiency review intentions be sent to his office.

Kiwanis City Park – John Krane advised the Team that FHWA has made a Determination of Applicability (DOA) that the Kiwanis Park is a Section 4(f) Resource. Mr. Krane and Beatriz Caicedo-Madison thanked George Hadley, Roy Jackson and the project team for working so quickly in acquiring the DOA for this resource.

Open Discussion

Eagle's Nest – John Krane discussed the correspondence sent from the public regarding the existence of an eagle's nest and osprey's nests in the project area. Mr. Krane said that FDEP has visited the site and confirmed the existence of the nest. Laura Herren (FDEP) provided coordinates of the eagle's nest. Based upon those coordinates, the nest has been located approximately 770' south of Alternative 1C, which is outside of the U.S. Fish and Wildlife's 660' buffer zone that would require coordination with their Atlanta Regional Office.

Opossum Pipefish Inquiry – John Krane mentioned that Keith and Schnars had developed draft language to respond to inquiries related to the presence of opossum pipefish within the study area. This language would also be included in revisions to the Endangered Species Biological

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Assessment (ESBA). Mr. Krane said that the draft language was based upon information provided by Dr. Grant Gilmore, who is considered the foremost authority on fisheries resources of the St. Lucie River/Indian River Lagoon systems. The draft language was sent to both FDOT and the City. Mr. Krane summarized that while the opossum pipefish migrates through the area, the habitat does not exist in the vicinity of the project corridor alternatives.

Brandon Howard (NMFS) mentioned that while the opossum pipefish is federally managed as a Species of Concern, it is not State or Federally listed as a species requiring protection under the Endangered Species Act. As such, Mr. Howard said it was not necessary to include the opossum pipefish in the ESBA. Walter England suggested that it be included in the report since there has been public interest in how it would be affected by the project. Mr. Howard explained that having it in the report was not a problem.

Both Mr. Howard and Laura Herren agreed to review the draft language and requested that it be sent to them for review.

Patricia Roebling asked if there would be any reason at this time to attempt to formally modify the overall schedule to capture some of the expected time savings associated with the simultaneous FDOT and City reviews. John Krane said that while we are always looking for ways to decrease the overall schedule for the project, that a formal revision was probably not advisable at this time. Paul Cherry added that any changes to the schedule should be based upon anticipated changes associated with the Public Hearing date. This will be considered as we move forward.

Vicki Sharpe said that there was a recent policy established by FDOT in partnership with FHWA whereby the FDOT Central Environmental Management Office needed to review the DEIS and supporting documents before FHWA's review.

Lynn Kiefer said that the overall review of the draft reports is going well and that there should be no major changes once completed.

Conceptual Permit Review Update

Meeting with DEP (March 19, 2009) – Brian Mirson advised the team that a meeting was held with FDEP on March 19, 2009 to discuss the Conceptual Environmental Resource Permit.

Next Team Meeting

The next Team Meeting will be held on May 21, 2009 at 2:00.

Summary of Follow-Up Activities

When referring to State terminology for secondary impacts in the wetlands write-up, the Federal term 'buffer area' will be inserted in parentheses. This will allow for Federal participation in the wetland mitigation costs.

**Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – April 16, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center**

The draft language related to the opossum pipefish will be sent to Brandon Howard and Laura Herren for review.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – March 19, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Paul Lampley, P.E., PD&E Engineer – Florida Department of Transportation
Dawn Raduano – Florida Department of Transportation D4 Legal
Don Cooper – City Manager – City of Port St. Lucie
Jerry Bentrutt, Assistant City Manager – City of Port St. Lucie
Walter England, P.E., City Engineer – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roberta Richards, Manager, Engineering Operations – City of Port St. Lucie
John Krane, P.E. – Keith and Schnars, P.A.
Barry Ehrlich - Keith and Schnars, P. A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Yuri Hood, P. E. – Keith and Schnars, P. A.
Fadi Nassar, Ph. D., P.E., PTOE – Keith and Schnars, P. A.
Kristine Stewart, Ph. D. – Keith and Schnars, P. A.
Brain Mirson – American Consulting Engineers of Florida, LLC
Corey Carter – American Consulting Engineers of Florida, LLC
Anna Peterfreund – American Consulting Engineers of Florida, LLC

Attendees by Telephone:

Larry Weatherby – American Consulting Engineers of Florida, LLC
Linda Anderson – FHWA Florida Division
George Hadley – FHWA Florida Division
Cathy Kendall – FHWA Florida Division
Kime Landes – Florida Department of Environmental Protection
Lauren Milligan – Florida Department of Environmental Protection
Catherine Bradley – Florida Department of Transportation – Central Office
Pete McGilvray – Florida Department of Transportation – Central Office
Paul Rice – Florida Division of Recreation and Parks
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.
Hugo Carter – South Florida Water Management District/Martin/St. Lucie Services
Terry Gilbert – URS Corporation – Florida Fish and Wildlife Conservation Commission
Ron Miedema – US Environmental Protection Agency
John Wrublik – US Fish and Wildlife Service

Introductions

Introductions were made, and it was noted that the final meeting minutes of the February Working Group Meeting were sent with the meeting announcement, and attached to the hard-copy of the day's agenda. John Krane mentioned an e-mail from FHWA that clarified that the Web Site is not considered part of the Administrative Record for the project. A copy of this e-mail was distributed with the meeting announcement, and attached to the hard-copy of the day's agenda.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – March 19, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Schedule Review

Received FHWA Determination on DOA Addendum – John Krane noted that Keith and Schnars received FHWA's Determination on the Section 4(f) DOA Addendum from FDOT. All corridors affect section 4(f) resources.

Concept Plans – John Krane stated that all of the comments for the Concept Plans have been addressed and that they are being officially submitted to both FDOT and the City today. Intersection geometry will be refined when the Design Traffic has been developed.

Location Hydraulics Report – Mr. Krane stated that the Location Hydraulics Report is ongoing and scheduled for completion in April 2009.

Noise Analysis – Mr. Krane stated that the Noise Analysis is ongoing and scheduled for completion in April 2009. Mr. Krane also said that Dr. Fadi Nassar would give a presentation later during the meeting on the ongoing work.

Design Traffic Memorandum – John Krane indicated that the analysis for the Design Traffic Memorandum is ongoing and is scheduled for completion in May 2009. The modeling approach has been reviewed and approved by FDOT, and the ADT traffic projections were being submitted to FDOT. Once approved by FDOT, the Design Hour Traffic (intersection projected turning movements will be developed.

Advancing Alternatives Meeting – John Krane highlighted that as a result of discussions with FDOT and the City, the Alternatives Public Meeting will be advanced to June 4, 2009 in the City's new Civic Center. Mr. Krane stated that a specific time had not been decided yet, but the meeting will probably be held in the early evening. He requested that attendees make note of the date on their calendars.

Final Draft Reports – John Krane said that the final draft reports along with the Concept Plans were being delivered to the City and FDOT today, except for the Design Traffic Memo, Noise Analysis, Air Quality Report, and Location Hydraulics Report. Mr. Krane said that a three week review period is requested. Once the appropriate revisions are made, the reports will be sent to the Cooperating Agencies for review.

John Krane asked if the National Marine Fisheries Service (NMFS) may want to review the reports early, before mitigation has been included. Ron Miedema said that he would be speaking with NMFS and would pose the question to them.

Follow Up Items from Last Month

Alternatives Public Meeting – Mr. Krane discussed the Alternatives Public Meeting scheduled to be held on June 4, 2009. He stated that the format of the meeting will be finalized after further discussions with FDOT and the City.

Letter to Cooperating Agencies on Legal Sufficiency – John Krane stated that all letters were sent out by FDOT on March 4, 2009 to the Cooperating Agencies, and that the Coast Guard had already responded. He asked for confirmation from the agencies present (and on the phone) if they received the letters and would be responding. After a brief discussion Mr. Krane indicated he would send PDF copies to Ron Miedema and John Wrublik to ensure that they get the letter.

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Crosstown Parkway Extension EIS
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2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Keith and Schnars Staff Presentation and Q&A

Concept Plans – Yuri Hood, lead designer on the project, discussed the methodology used to develop the Alternative Concept Plans. Mr. Hood mentioned that he and his staff used the PPM (FDOT's Plans Preparation Manual), which is based on AASHTO criteria but is generally more conservative than AASHTO, in producing the Concept Plans. He also noted that he tried to maintain the typical section of the Crosstown Parkway to the west. Mr. Hood said that he is still working on including the cul-de-sacs plan for the City where concepts cut through existing neighborhood streets, and that he is planning to meet with the City within the next week to discuss this further. Mr. Hood also said that the layouts for major intersections within the project limits are cannot be developed further until the completion of the Design Traffic.

Noise Analysis – Dr. Fadi Nassar discussed the work currently being performed for the Noise Analysis, including the noise contours. Mr. Nasser stated that he is using the TNM software (Traffic Noise Model), which was developed by FHWA for performing Noise Analyses.

Dr. Nassar said that once traffic projections are finalized for the design year, he will be able to determine the noise and air impacts of the Crosstown Parkway Extension, and to perform noise attenuation analyses. Dr. Nassar said that he has already modeled the worst case scenario (LOS C traffic volume thresholds) for the development of preliminary noise contours.

George Hadley asked if any field measurements had been taken. Dr. Nasser confirmed that field measurements had already been taken.

Brian Mirson asked if any mitigation for secondary impacts to wildlife had been developed yet. John Krane suggested meeting to develop the methodology on how to handle any issues with secondary impacts.

Environmental Analysis – Dr. Kristine Stewart provided information on the environmental analysis performed in conjunction with the Wetlands Evaluation Report, Essential Fish Habitat Assessment, and the Endangered Species Biological Assessment. Dr. Stewart discussed that she identified natural habitats, wetland areas, and evaluated plant species. Dr. Stewart stated that, at this point, we believe that none of the build alternatives would adversely affect the continued existence of any listed species; and that as we go forward, we look forward to agency input in helping to weigh the various impacts, and to come up with mitigation opportunities.

Paul Lampley discussed an email received from a resident that mentioned noticing a Bald Eagle's nest near the location of Alternative 1C. John Krane said that the project team was aware of the email, and that further research would be done in order to properly identify the nest, including the possibility of a field visit.

Lauren Milligan said that her staff had information on the eagle's nest, and was able to confirm its existence and location. She recommended that Laura Herren be contacted for more information.

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Crosstown Parkway Extension EIS
Team Meeting – March 19, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Open Discussion

UMAM Scoring – John Krane summarized that the Conceptual Environmental Resource Permit (ERP) has been submitted to SFWMD, however, secondary impacts still needed to be addressed. He also said that after speaking with Mindy Parrot, it was understood that the City's response to the Request for Additional Information (RAI) was expected to include a methodology on how to score the secondary impacts for the UMAM. Mr. Krane stated the Ms. Parrot offered to coordinate an interagency meeting once the methodology had been agreed upon, and that any of the review agencies interested in participating should contact Ms. Parrot.

Ron Miedema asked how the UMAM scores developed by Keith and Schnars differed from their numbers developed for the Conceptual ERP. Dr. Stewart noted that there was no difference in the scores, except for some additional information requested by the Army Corps.

John Wrublik noted that, with regards to the Bald Eagle's nest mentioned earlier, the nest must be avoided by a minimum distance of 660' or the Regional Office in Atlanta, GA must be contacted for further consultation.

Walter England announced that the ribbon cutting ceremony for the opening of the Crosstown Parkway from Interstate 95 to Manth Lane would occur on March 28, 2009 at 11:30 a.m. He invited everyone to attend the program and the reception to follow.

Terry Gilbert asked if an electronic copy of the RAI would be made available to all participating agencies. John Krane stated that the files would be available to everyone through the Water Management District's electronic permitting system. John Krane indicated he could send the link.

Brian Mirson asked if a date had been set for selecting a preferred alternative. John Krane said that this issue has not been addressed as yet; however, he anticipated future discussions with FHWA and FDOT on the matter. FHWA suggested that all six alternatives would likely need to go into the FEIS. Mr. Krane indicated that he would hope that if an alternative is proved not to meet the Purpose and Need that its elimination would be reasonable. Further discussion will be needed on this topic.

Conceptual Permit Review Update

Brian Mirson said the response to the RAI is under development, and that he hopes to have it completed by the next meeting.

Next Team Meeting

The next Working Group Meeting will be held on April 16, 2009 at 2:00.

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Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – February 19, 2009
2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Paul Lampley, P.E., PD&E Engineer – Florida Department of Transportation
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Dawn Raduano – Florida Department of Transportation D4 Legal
Jerry Bentrott, Assistant City Manager – City of Port St. Lucie
Walter England, P.E., City Engineer – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roberta Richards, Manager, Engineering Operations – City of Port St. Lucie
Michael Davis – Keith and Schnars, P.A.
John Krane, P.E. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

Ron Miedema – U.S. Environmental Protection Agency
Vicki Sharpe – Florida Department of Transportation – Central Office
Catherine Bradley – Florida Department of Transportation – Central Office
Laura Herren – Florida Department of Environmental Protection
Anna Peterfreund – American Consulting Engineers of Florida, LLC
Larry Weatherby – American Consulting Engineers of Florida, LLC
Brian Mirson – American Consulting Engineers of Florida, LLC
Daniel Griffin – Savannas Preserve State Park
Mindy Parrot – South Florida Water Management District
Linda Anderson – Federal Highway Administration
Cathy Kendall – Federal Highway Administration
Hugo Carter – South Florida Water Management District/Martin/St. Lucie Services
Terry Gilbert – URS Corporation – Florida Fish and Wildlife Conservation Commission
Lauren Milligan – Florida Department of Environmental Protection
Kime Landes – Florida Department of Environmental Protection
William Howell – Florida Department of Environmental Protection

Introductions

Introductions were made, and it was noted that the final minutes from the January meeting were attached to the agenda, and the e-mail meeting announcement.

Schedule Review

DOA Addendum/Corridor Alternatives Report Sent – John Krane noted that both the DOA Addendum package and the Corridor Alternatives Report were sent out by Keith and Schnars, and confirmed that both reports have been received by FDOT and FHWA.

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2:00 p.m. to 3:00 p.m.
FDOT West Palm Beach Operations Center

Concept Plans– John Krane stated that all of the comments received will be completed by the end of the day. Mr. Krane also stated that once the plans are completed they will be sent to the City and Team members.

Air Quality Analysis– Mr. Krane stated that the information needed from FHWA to be incorporated into the Air Quality report had been received.

Advancing Alternatives Meeting– Mr. Krane stated that Keith and Schnars, FDOT and the City met on January 29th, 2009 to discuss the upcoming V.E. meeting. As a result of that meeting, it was determined that the V.E. meeting will be rescheduled from its original date of May 2009. Mr. Krane further explained that the City requested that the V.E. meeting be moved to September to capitalize on the ability to have a more productive V.E. discussion. This will enable us to move the Alternatives meeting to an earlier date. Tentative dates for the Alternatives and V.E. meetings are June 4th, 2009, and September 2009, respectively. It was noted that planning is currently underway to arrange the time and place to hold the Alternatives meeting. Updates will be forthcoming.

Design Traffic Memorandum– Mr. Krane said that the modeling issues associated with the Design Traffic Memo are being resolved and that FDOT is currently reviewing the data. Walter England mentioned to Beatriz Caicedo-Maddison how urgent it is to resolve the traffic modeling issues since both the Air Quality Report and Noise Report depend on the traffic data. Mr. Krane asked Ms. Caicedo-Maddison if she thought FDOT's review of the modeling data could be completed by next week. Ms. Caicedo-Maddison said she believed it could be completed, and that she will check with Shi-Chang Li (FDOT staff member) on the progress of the review.

Technical Reports– Mr. Krane said that the technical reports are being completed at this time and are still on schedule to be delivered in March and April. Michael Davis mentioned the importance of all the technical reports as they are essential to completing the DEIS.

Follow Up Items from Last Month

City and FDOT Convened to Discuss V.E. meeting– Mr. Krane reiterated that, as a result of the V.E. planning meetings held with FDOT and the City, the V.E. meeting had been tentatively rescheduled for September 2009, and the Alternatives meeting has been moved up to June 2009.

Letter to Cooperating Agencies on Legal Sufficiency– John Krane stated that the draft letter for FDOT signature has been completed and is being reviewed by the City.

Administrative Record Database– Mr. Krane said that the example of the Administrative Record Database provided by Lynn Kiefer of Kimley-Horn was used as the template that was sent to FHWA. We received a comment from George Hadley, and confirmed that there were no further comments from FHWA at this time. Mr. Krane said that we would proceed in using this template. Mr. Davis indicated it was essential to get going on this. There cannot be major changes half-way through. FHWA indicated that any comments would be minimal and that we should be able to use what we have without issue.

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Dawn Raduano questioned whether the website was part of the Administrative Record. If it is, she wanted to ensure that there is documentation of every change that is made to it. Ms. Raduano suggested that the Webmaster may have a way to record/archive the website when changes were made. This will be researched.

Roberta Richards asked if the old website archive would be sufficient for the Record. John Krane commented that the archived website should be sufficient to document the historical chronology.

Open Discussion

Paul Lampley mentioned that FDOT spoke with the FHWA, as noted in his e-mail to Walter England dated February 19, 2009, regarding the City's ability to purchase an option on property that might be used for mitigation as part of the EIS and for permitting. FHWA confirmed that this was acceptable as long as the land holders were willing sellers. FHWA would not provide funding for such an option, however if this property were purchased as a result of the EIS, they would contribute to funding towards the eventual purchase provided that a fair market appraisal is conducted at that time.

Michael Davis asked Mindy Parrot if the UMAM scoring had been completed for secondary impacts. He also stressed the importance of completing the scoring since it was integral to the Wetlands Evaluation Report. Ms. Parrot said that there was still work to be done, and suggested scheduling a meeting to discuss the matter further, perhaps in conjunction with the Request for Additional Information (RAI) associated with the City's Conceptual Environmental Resource Permit application.

Walter England thanked everyone for the work and progress being made on the project, including the work done on the reports, and the distribution of the DOA and Corridor Alternatives packages.

Conceptual Permit Update

Brian Mirson mentioned that he had received the RAI comments from the South Florida Water Management District (SFWMD) and that he was still working on the responses. Mr. Mirson suggested meeting with the City prior to meeting with SFWMD. There were no objections to this approach.

Next Team Meeting

The next Working Group Meeting will be held on March 19, 2009 at 2:00.

Follow-Up Activities

Keith and Schnars will provide updates for the Design Traffic Memo with FDOT as well as the progress made on the Air Quality Report and Noise Report, and will scan and distribute to the FDOT and City the package FDOT received from Suzanne Eovaldi on February 17, 2009.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – January 15, 2009
2:00 p.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Paul Lampley, P.E., PD&E Engineer – Florida Department of Transportation
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Dawn Raduano – Florida Department of Transportation D4 Legal
Don Cooper, City Manager – City of Port St. Lucie
Jerry Bentrrott, Assistant City Manager – City of Port St. Lucie
Walter England, P.E., City Engineer – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roberta F. Richards, Manager, Engineering Operations – City of Port St. Lucie
Michael Davis – Keith and Schnars, P.A.
John Krane, P.E. – Keith and Schnars, P.A.
Harry Fulwood, Jr. – Keith and Schnars, P.A.
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.
Lynn Kiefer – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

George Hadley – FHWA Florida Division
Tom Goldstein – FHWA Florida Division
Karen Brunelle – FHWA Florida Division
Vicki Sharpe – Florida Department of Transportation – Central Office
Catherine Bradley – Florida Department of Transportation – Central Office
Roy Jackson – Florida Department of Transportation – Central Office
William Howell – Florida Department of Environmental Protection
Laura Herren – Florida Department of Environmental Protection
Kime Landes – Florida Department of Environmental Protection
Anna Peterfreund – American Consulting Engineers of Florida, LLC
Larry Weatherby – American Consulting Engineers of Florida, LLC
Terry Gilbert – URS Corporation – Florida Fish and Wildlife Conservation Commission
Daniel Griffin – Savannas Preserve State Park
Jeffery Bach – Savannas Preserve State Park
Anita Bain – South Florida Water Management District
Mindy Parrot – South Florida Water Management District
Ron Miedema – US Environmental Protection Agency, Region 4
Brandon Howard – US National Marine Fisheries Service Habitat Conservation Division

Introductions

Introductions were made, and it was noted that the final minutes from the November meeting were distributed to the Project Team with the meeting e-mail invitation, along with draft minutes from the December meeting. There were no changes to the December minutes requested. The final minutes from the December meeting will be distributed to the Project Team following Crosstown Parkway Extension February Group meeting.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – January 15, 2009
2:00 p.m. to 3:30 p.m.
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Schedule Review

Review of Concept Plans – Concepts plans in 200-scale were presented to the team members present, and initial review comments were sought from each group. The City is currently conducting a detailed review of the plans. Once their comments have been addressed, copies will be made available to the team. John Krane pointed out that intersection geometry may change after the traffic is completed. He also pointed out that the boundary of the park that is shown on the plans is in the process of being verified against the shape files recently received from FDEP.

Walter England asked when the impacts to local streets affected by the project would be conducted. John Krane stated that this is what will be going on now as we prepare for the Alternatives meeting. Mr. England also suggested that the City's limits be included in the concept plans.

Paul Cherry asked if there would be 22' clearance on all the bridges. John Krane indicated that he was not certain, but that all bridges will have the same minimum clearance including those concepts that span the North Coral Reef Waterway. Walter England and Don Cooper mentioned that all of the alternatives must be elevated over Coral Reef Street.

Value Engineering Meeting – John Krane summarized a meeting that occurred at the FDOT District 4 offices on Wednesday (January 14, 2009) to discuss the V.E. meeting which is currently scheduled to occur during the first week of May 2009. There was a discussion at the previous Team Meeting noting that additional coordination was needed with FDOT, and that maybe this would have to move out. John Krane summarized that FDOT agreed to accommodate the meeting as scheduled, but that we need to know now since it is not in their current V.E. Work Plan. Their new Work Plan begins in July, and it would be much easier to accommodate then. John Krane explained that moving the V.E. would necessitate moving the Alternatives meeting scheduled in June 2009. The City would prefer to stay with the agreed schedule. There was discussion regarding whether the residents most affected are seasonal or not. Don Cooper indicated that he did not believe most of the residents are seasonal except possibly La Buena Vita. Walter England said that he would pass on the contact information for La Buena Vita to John Krane in order for him to determine the schedule of the residents living there.

Paul Lampley asked if there will be more than one V.E. meeting. Mr. Krane indicated that Tim Brock from FDOT suggested more than one V.E. meeting may be in order. He could see three meetings focusing on: corridor alternative design suggestions, constructability, and right of way minimization. Don Cooper said that the City may want to have more meetings later, but will make that decision in the future. Beatriz Caicedo-Maddison mentioned that FDOT will schedule a meeting next week to discuss the V.E. further, and asked that K&S prepare an agenda, which would include any additional questions the City may have. She noted that the City should identify staff to serve on the V.E. team. This will take a week commitment. Staff should represent maintenance, construction, and maybe right of way.

Meeting Minutes
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2:00 p.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

Air Quality Analysis – George Hadley stated that the FHWA had not reviewed the verbiage for the Air Quality Analysis yet, however he agreed to have it completed by next month's meeting. Mariano Berrios (FDOT Central Office), Carl Mikyska (FHWA), and Paul Lampley should be involved. Paul Lampley agreed to coordinate a teleconference.

Design Traffic Memo – John Krane discussed the issues with the Design Traffic Memo. FDOT had requested additional analysis be conducted on the model to ensure that everything has been done that could be done to correct the under reporting of traffic in the study area. K&S has been working with FDOT Central Office and District 4 Modeling staff to address the issue which involves the development of a special script file to adjust model K-factors. Mr. Krane stated that K&S received a sample script file from FDOT earlier in the day, and resolution to the modeling delay looks promising. Progress on this issue will be reported to the team.

Logos on Report Graphics – John Krane distributed a sample graphic layout for the reports. Paul Lampley stated there should be no consultant names on any federal documents; however the logo for the City of Port St. Lucie should remain on the final documents. George Hadley agreed.

Follow – Up Items from Last Month

Send out final November minutes – The final minutes from the November group meeting have been distributed to the group attached to the e-mail invitation for this meeting.

Legal Sufficiency Draft Letter – John Krane stated that the draft letter for FDOT signature will be completed by the next meeting.

Searchable Database – John Krane passed out a sample Administrative Record developed in Excel format by Lynn Kiefer. Lynn explained how she incorporated a field to correlate with the database structure that was distributed by Paul Lampley at the last meeting, and walked the team members through the sample.

John Krane asked FDOT if they had any suggestions based on the recent training conducted by FHWA on how this project's record should be set up. Beatriz Caicedo-Maddison stated that when doing a searchable database, chronological order is very important, as well as keeping an accurate record of emails and getting started early. George Hadley stated the FHWA lawyers have stated that if possible a file should include original signatures instead of copies. Michael Davis asked if internal emails should be included in the database. Beatriz Caicedo-Maddison and Dawn Raduano both stated that anything used in the project should be included in the database. Don Cooper suggested that the only emails that should be included are email sent outside the office and not internal emails. Paul Lampley stated that upon completion of the project, FHWA will have the official Administrative Record. Karen Brunelle suggested referencing to all documents used. Michael Davis clarified the intent would be for Keith and Schnars to

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – January 15, 2009
2:00 p.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

keep the Administrative Record for now, and that it will transfer to FHWA at the end of the process.

John Krane asked if there was a preferred format for the database. George Hadley said that putting the database in Excel would be fine. Mr. Krane said an example would be sent out and ready to discuss at the next meeting. K&S will follow-up to make sure that FHWA gets a copy to review.

Corridor and Alternatives Report Transmittal – A draft transmittal is being finalized, and will be completed by next month's meeting.

UMAM Scoring Meeting Summary – Lynn Kiefer stated that she and the team met in the field recently and re-scored some of the polygons. Mindy Parrot stated that UMAM may have to be done for the pond locations. Ron Miedema (EPA) asked if the scores varied from what was previously discussed in the office meeting. Ms. Parrot stated that the scores did not vary, and the final scores will be published soon. Also, some ditches were not scored, but may need to be scored as a requirement of the Army Corps. Additional coordination will be needed on that.

Brandon Howard mentioned the importance of analyzing the freshwater wetlands that may have a tidal influence during the spring for concerns related to EFH for white shrimp.

Open Discussion – Roy Jackson asked about the status of the Cultural Resources Assessment and if there were any comments from the State Historic Preservation Office. John Krane stated that the work is ongoing and there will be a draft soon. Paul Lampley stated that there is some information in the Environmental Screening Tool on line. The project reference number is #8247. John Krane mentioned he would have Barry Ehrlich contact Roy to follow up on this.

Paul Lampley mentioned that he may be leaving the Crosstown Parkway Extension project and his position as District 4 PD&E Manager to take a position as the I-595 Construction Management Engineer. This would occur once the contract is executed for the FDOT I – 595 expansion project.

Conceptual Permit Review and Discussion – Larry Weatherby indicated that the conceptual permit was submitted on January 6, 2009 (Application #090107-1). He is currently working with Mindy Parrot to append the UMAM scores to the package.

Next Team Meeting

The next Working Group Meeting will be held on February 19, 2009 at 2:00.

Follow-Up Activities

K&S will distribute final Minutes from December meeting; FHWA will submit the final verbiage for the Air Quality Analysis; K&S will draft a letter to the Cooperating

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – January 15, 2009
2:00 p.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

Agencies for FDOT signature regarding Legal Sufficiency for their agencies; a follow-up meeting will be scheduled by FDOT to further discuss the upcoming V.E. Meeting; K&S will distribute the Corridor and Alternatives Report by next month's meeting; John Krane will contact the management of La Bouna Vita to determine the percentage of seasonal residents.

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Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – December 18, 2008
1:30 p.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Paul Lampley, P.E., PD&E Engineer – Florida Department of Transportation
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Jerry Bentrrott, Assistant City Manager – City of Port St. Lucie
Walter England, P.E., City Engineer – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roberta F. Richards, Manager, Engineering Operations – City of Port St. Lucie
John Krane, P.E. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Kristine Stewart – Keith and Schnars, P.A.
Mindy Parrot – South Florida Water Management District
Hugo Carter – South Florida Water Management District
Anna Peterfreund – American Consulting Engineers of Florida, LLC
Bill Adams – American Consulting Engineers of Florida, LLC
Brian Mirson, P.E. – American Consulting Engineers of Florida, LLC
Corey Carter – American Consulting Engineers of Florida, LLC
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

Lynn Kiefer – Kimley-Horn and Associates, Inc.
Dawn Raduano – Florida Department of Transportation D4 Legal
Buddy Cunill – Florida Department of Transportation – Central Office
Larry Barfield – Florida Department of Transportation – Central Office
Larry Weatherby – American Consulting Engineers of Florida, LLC
Garret Lips – U.S. Army Corps of Engineers
Terry Gilbert – URS Corporation – Florida Fish and Wildlife Conservation Commission
Kime Landes – Florida Department of Environmental Protection
Roy Jackson – Florida Department of Transportation – Central Office
Pete McGilvray – Florida Department of Transportation – Central Office
Catherine Bradley – Florida Department of Transportation – Central Office
George Ballo – Florida Department of Transportation – Central Office
Lauren Milligan – Florida Department of Environmental Protection
William Howell – Florida Department of Environmental Protection
Laura Herren – Florida Department of Environmental Protection
Daniel Griffin – Florida Department of Environmental Protection – Savannas Preserve State Park

Introductions

The minutes from the last meeting were sent out to everyone present at the meeting. The minutes included a revision noted by American Consulting Engineers related to the proposed submittal date of the Conceptual Permit. There were no additional changes requested.

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Crosstown Parkway Extension EIS
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Schedule Review

Overall On-Schedule – All of the reports being developed are on schedule, and will be completed by October 2009.

V.E. Meeting 05/01/09 – FDOT noted we may want to consider moving the Value Engineering Meeting further out, but indicated they would work with us to keep it from affecting the schedule. Further coordination with FDOT (Tim Brock) will be needed on this in January.

Air Quality Analysis – Information is still needed from Federal Highway Administration to include in the Air Quality Analysis. Mr. Hadley said he would get back to us with the information, but it will have to be reviewed in-house first at the FDOT Central EMO. Mr. Lampley said that he would get involved in the review of the information.

Follow – Up Items from Last Month

UMAM Scoring Meeting – Ms. Mindy Parrot coordinated the meeting. The team got about halfway through the effort. The team wants to make a field visit for some of the scoring. A second meeting will be scheduled in the 2nd week of January. Ms. Parrot said there is good agency involvement.

Legal Counsel (Status/Discussion) – Ms. Dawn Raduano of the FDOT District 4 legal staff stated that she will be discussing the legal aspects with the Central Office legal department in early January in order to get their input.

Mr. Walter England indicated that there was no one on the City legal staff with NEPA experience.

George Hadley clarified that Legal Sufficiency is required by the Environmental Regulations for the FEIS; and a separate Legal Sufficiency for individual 4(f) Evaluations. However, it is better to obtain a legal opinion of the Corridor Report and other draft documents in order to avoid surprises late in the process. These reviews can take longer than 30 days. George indicated he would ask for quick reviews, but indicated that staff has a bunch of work and he could not promise faster reviews.

Roy Jackson stated that the Draft 4(f) evaluation will be followed all the way through the official process. Mr. Lampley asked Mr. Hadley to give the reviewers notice when the report will be ready for review.

Mr. Paul Cherry advised Mr. England to use legal council before beginning the formal Legal Sufficiency review. Mr. Lampley said that the FDOT has not made a decision on this and that the FHWA is neutral on Port St. Lucie getting legal council. Mr. England said that he would wait to hear what others have to say on the matter.

John Krane asked if Cooperating Agencies will need to have a separate Legal Sufficiency review. George Hadley stated that there are situations where a Cooperating Agency

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could be brought into a challenge on the EIS/ROD. He also stated that he really didn't know if they needed a review since FHWA was the Lead Agency signing the ROD.

Dawn Raduano stated that there could be a multitude of lawsuits for any of the agencies. It was stated that Cooperating Agencies could be included in lawsuits depending on their letters.

Lynn Kiefer suggested that each of the Cooperating Agencies be consulted as to whether they require a Legal Sufficiency review. Keith and Schnars will draft a letter to Cooperating Agencies. George Hadley said that it was okay for the letter to be sent from FDOT instead of the FHWA. Since ETDM has been grandfathered in as Environmental Streamlining, FDOT is qualified to operate on FHWA's behalf in this matter.

Searchable Database – Keith and Schnars will gather information on the available Database Structures and coordinate a meeting to discuss this in the 2nd or 3rd week of January. Paul Lampley handed out a structure that FDOT has used.

Corridor and Alternatives Report Transmittal – A draft transmittal was prepared for review by Port St. Lucie and Florida Department of Transportation prior to sending it to the FHWA.

George Hadley commented that the corridor report is important in demonstrating that we looked at all reasonable alternatives.

Conceptual Permit Review and Discussion – A review of the Conceptual Permit information was then presented by American Consulting Engineers through an interactive discussion with the team.

Next Team Meeting

The next Working Group Meeting will be held on January 15, 2009 at 2:00.

Follow-Up Activities

Distribute final Minutes from November meeting; K&S will draft a letter to the Cooperating Agencies for FDOT signature regarding Legal Sufficiency for their agencies; K&S will collect information for a discussion in January regarding the Administrative Record Database; and the City and FDOT will review the transmittal letter to FHWA of the Corridor Alternatives Report and Analysis of River Crossing Corridors Report.

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – November 20, 2008
2:00 p.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting for Crosstown Parkway Extension

Attendees:

Paul Lampley, P.E., PD&E Engineer – Florida Department of Transportation
Beatriz Caicedo-Maddison, P.E. – Florida Department of Transportation
Donald Cooper, City Manager – City of Port St. Lucie
Jerry Bentrrott, Assistant City Manager – City of Port St. Lucie
Walter England, P.E., City Engineer – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roberta F. Richards, Manager, Engineering Operations – City of Port St. Lucie
John Krane, P.E. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Kristine Stewart – Keith and Schnars, P.A.
Brian Mirson, P.E. – American Consulting Engineers of Florida, LLC
Corey Carter – American Consulting Engineers of Florida, LLC
Larry Weatherby – American Consulting Engineers of Florida, LLC
Paul Cherry, P.E. – Kimley-Horn and Associates, Inc.
Lynn Kiefer – Kimley-Horn and Associates, Inc.

Attendees by Telephone:

George Hadley, Environmental Programs Coordinator – Federal Highway Administration
Linda Anderson, Environmental Specialist – Federal Highway Administration
Karen Brunelle – Federal Highway Administration
Cathy Kendall – Federal Highway Administration
Roy Jackson – Florida Department of Transportation – Central Office
Pete McGilvray – Florida Department of Transportation – Central Office
Vicki Sharpe – Florida Department of Transportation – Central Office
Catherine Bradley – Florida Department of Transportation - Central Office
George Ballo – Florida Department of Transportation - Central Office
Hugo Carter – South Florida Water Management District
Mindy Parrot – South Florida Water Management District
Anita Bain – South Florida Water Management District
Lauren Milligan – Florida Department of Environmental Protection
Greg Brock – Florida Department of Environmental Protection
William Howell – Florida Department of Environmental Protection
Laura Herren - Florida Department of Environmental Protection
Kime Landes – Florida Department of Environmental Protection
Daniel Griffin – Florida Department of Environmental Protection – Savannas Preserve
State Park
Jeffrey Bach – Florida Department of Environmental Protection – Savannas Preserve
State Park
Terry Gilbert – Florida Fish and Wildlife Conservation Commission
Brandon Howard – National Marine Fisheries Service

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Ron Miedema – U.S. Environmental Protection Agency
Garett Lips – U.S. Army Corps of Engineers
Anna Peterfreund – American Consulting Engineers of Florida, LLC

Introductions

Scoping Meeting

John Krane said that EPA had transmitted additional Scoping Meeting comments and that those comments, along with the comments received during the Scoping Meeting were attached to the Summary. The final Summary was distributed to the Working Group.

Corridor and Alternatives Reports

Mr. Krane noted that no additional comments (other than those received through the Environmental Screening Tool) had been received on the reports during the review period and that the reports will be transmitted to FHWA as final documents. The transmittal will summarize how the reports were available for review and comment by the agencies and public.

4(f) Determination of Applicability (DOA)

Mr. Krane explained to the Working Group that K&S had spoken on the telephone with FDEP staff about the status of the DOA Addendum request for information. He noted that FDEP indicated that they would be providing a response within a few days and that the response will most likely indicate that there is no change from the previous DOA request for information. Mr. Krane asked George Hadley if the DOA Addendum can be transmitted to FHWA electronically. Mr. Hadley said that would be acceptable as long as the file size limitations were not exceeded (3 Megabytes). If the size is greater, hard copies will be sent.

EIS Best Practices

The Working Group identified from a listing of EIS Best Practices (BP) provided by FDOT, which practices they thought were particularly important and/or would benefit the project. Those Best Management Practices highlighted during the meeting include the following:

BP #1: Overlap of PD&E and Design – George Hadley said that an overlap of 59% Preliminary Design is acceptable. Beatriz Caicedo-Maddison suggested that any overlap should not occur until after the Public Hearing since all alternatives would need to be developed to the same degree. Brian Mirson asked if it would be acceptable to FHWA for the City to apply for permits (at risk) early. Mr. Hadley said that would not be acceptable since it may show a bias towards an alternative.

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BP #5: Prepare an Administrative Record – Mr. Hadley noted that the record for this project should include all work done on the project since it originally started in 2003. It was noted and discussed that a searchable data base needs to be developed. Lynn Kiefer stated that her firm has a searchable database template that might be able to be used for the Crosstown Parkway Extension PD&E Study. Walter England noted that the City had anticipated that a public records search would likely be requested and had developed a database with documents in various formats dating back to 2003 and earlier. Paul Lampley indicated they had some ideas also. Over the next 2 or 3 months we need to get together to decide on the best structure for this project based on the 3 existing sources.

BP #7: Involve Legal Counsel – This BP led to a discussion about which party would engage the services of legal counsel and if the legal counsel would be a public or private sector entity. Paul Lampley and George Hadley suggested that internal legal departments be used for now. Mr. Lampley noted he would talk with FDOT's legal counsel about this and asked that the City check with their legal counsel. Each will report back to the Working Group at a future meeting.

BP #14: 180 day EIS/ROD statute of limitations – Mr. Lampley noted that FDOT did not use this on their last EIS. Mr. Hadley added that we should revisit this as we get closer to the ROD.

BP #16: Plan for agency and staff turnover – Paul Cherry noted that we must do this.

BP #30: Must use plain language – It was noted by George Ballo, that the language should be plain and clear, but that we still must be cognizant to follow the NEPA regulations, PD&E Manual guidelines, and include all standard statements.

BP #36: Face to face reviews with FHWA – FHWA indicated that they were open to that practice as a way to streamline the process.

Schedule Review

Mr. Krane provided a status of the schedule and noted that the project website is planned to be re-launched by the end of December. Garrett Lips asked if the schedule for the conceptual permit had been changed. Brian Mirson responded that it had been revised and that a draft was now planned for December 18, 2008 and a final on January 5, 2008. Mr. Krane stated also that the MLOU for the Design Traffic Memo had been completed. It was noted that, due to staff changes at FHWA, FHWA will let us know who will be assigned to participate in the traffic analysis reviews.

Conceptual Permit

The outline of the conceptual permit will be presented by ACE following the December 18th progress meeting.

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Corey Carter asked FDEP if they had a list of hydrological enhancement sites as possible mitigation for wetland impacts. Laura Herren said the list is unavailable at this time since the information is being developed. The revised list will be included in the final management plan.

ACE discussed the need for an interagency UMAM scoring effort. It is desirable to have consistency between the conceptual permit and the DEIS. Subsequently, it was decided to have an interagency scoring team meeting to address this. Mindy Parrott will take the lead in arranging the date and meeting place. It was requested that this take place before the December 18, 2008 progress meeting, if possible. The team will be made up of representatives from FDEP, SFWMD, USACE, EPA, NMFS, K&S, and ACE. Brandon Howard (NMFS) noted that he wanted to be involved in the scoring also. FWC requested copies of the UMAM scoring sheets.

The topic of shading impacts was discussed as to whether they should be considered direct or indirect impacts. Since the bridge is relatively low, shading in this project could be substantial. However, a bridge still leaves some habitat function and benefits are retained in the floodplains. It was discussed whether the precedent should be set for considering shade a direct impact since a bridge can be substantially more costly than a road built on fill. It was decided that the functional loss from shading could be evaluated in the UMAM scoring and that the agencies have commonly reduced the -wetland function to zero to evaluate the secondary effect.

Open Discussion

Beatriz Caicedo-Maddison stated that she wanted to review and discuss the preliminary drainage and pond siting analysis when it was completed. Paul Cherry added that he also wanted to review the drainage and pond siting information.

Next Team Meeting

The next Working Group Meeting will be held on December 18, 2008 at 1:30. The meeting will be followed by ACE's presentation of the Draft Conceptual Permit report.

Follow-Up Activities

Arrange UMAM Scoring Meeting – Mindy Parrot
Discussion with legal counsel – FDOT 4 and PSL
Investigate searchable data base options – FDOT 4, PSL, K&S, KHA
Forward Corridor and Alternatives Reports to FHWA – K&S

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – October 16, 2008
2:00 p.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting For Crosstown Parkway Extension

Attendees:

Paul Lampley, P.E., PD&E Engineer – Florida Department of Transportation
Beatriz Caicedo-Maddison, P.E. Senior Project Manager – Florida Department of Transportation
Ron Miedema – U.S. Environmental Protection Agency
Donald Cooper, City Manager – City of Port St. Lucie
Jerry Bentrott, Assistant City Manager – City of Port St. Lucie
Walter England, P.E., City Engineer – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roberta F. Richards, Manager, Engineering Operations – City of Port St. Lucie
John Krane, P.E. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Brian Mirson, P.E. – American Consulting Engineers of Florida, LLC

Attendees by Telephone:

Paul Cherry, P.E. – Kimley-Horn and Associates
Lynn Kiefer – Kimley-Horn and Associates
Hugo Carter – South Florida Water Management District
Weatherby Larry, P.E. – American Consulting Engineers of Florida, LLC
Brandon Howard – National Marine Fisheries Service
Lauren Milligan – Florida Department of Environmental Protection
Linda Anderson, Environmental Specialist – Federal Highway Administration
Terry Gilbert – Florida Fish and Wildlife Conservation Commission
Anita Bain – South Florida Water Management District
Greg Brock – Florida Department of Environmental Protection
Daniel Griffin – Savannas Preserve State Park
George Hadley, Environmental Programs Coordinator – Federal Highway Administration
Roy Jackson – Florida Department of Transportation – Central Office
Pete McGilvray – Florida Department of Transportation – Central Office
Vicki Sharpe – Florida Department of Transportation – Central Office
Jeffrey Bach – Savannas Preserve State Park

Introductions

Scoping Meeting Notes

John Krane (K&S) summarized the September 18, 2008 Scoping Meeting events and directed the team's attention to the Scoping Meeting notes that were distributed to the attendees. He asked if anyone had comments or suggested changes to the notes. **George Hadley (FHWA)** commented that project scoping had been going on prior to the Scoping Meeting therefore the word "*initiate*" in the meeting notes introduction should be changed. It was agreed by the attendees to replace the word "*initiate*" with "*facilitate*".

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A representative from the State Parks Service requested that we replace the name “Halpatiokee Park” with either Savannas Preserve State Park or St. Lucie River Preserve State Park.

The Scoping Meeting notes include a list of topics and comments brought up by the meeting attendees. It was requested that the Scoping Meeting notes show the name of the individual and agency responsible for each of those topics and comments, and that each comment be formally followed up with an indication of how the comments will be addressed during the EIS process.

Corridor and Alternatives Reports

John Krane explained that the Corridor and Alternatives Reports were uploaded to the ETDM Environmental Screening Tool (EST) website for review in June, 2008. He said that no comments were received by any agencies pertinent to those reports. After a brief discussion, it was decided that the comment period would remain open on the ETDM website until October 24th. K&S will send an email to ETAT and Team members notifying them that the reports will be available for review for another week, and that replies be sent to K&S via email. **Paul Lampley (FDOT)** suggested that if agencies had no comments that a formal acknowledgment of that be made also.

There was a discussion about the public’s ability to comment on the reports. It was stated that the Reports were on display at the Kick-Off Meeting, and that comment cards were available. Further, that there were several meetings during the development of the Reports with various groups of people. The reports have also been available to the public via the EST website. Directions on how to access the site were provided at the Kick-Off, as well. **Mr. Hadley** noted that we should document this information in the transmittal of the Reports to FHWA.

4(f) Determination of Applicability (DOA)

It was noted to FHWA attendees that K&S is in the process of preparing information pertinent to the DOA addendum (to address the additional three alternatives to be evaluated) which will be submitted to FHWA. It was further noted that, since the upcoming Cultural Resources Assessment may reveal additional potential 4(f) resources, another DOA addendum might subsequently be submitted to FHWA. Both **George Hadley** and **Roy Jackson (FDOT Central Office)** said that is OK, and that it is not uncommon to submit addenda as additional data becomes available.

Mr. Hadley stated that the study must evaluate avoidance alternatives to impacting 4(f) resources. **Mr. Krane** and **Barry Ehrlich (K&S)** explained that the entire North Fork of the St. Lucie River Aquatic Preserve, between Prima Vista Boulevard Bridge and Port St. Lucie Boulevard Bridge is a designated 4(f) resource. They further explained that every build alternative would cross the designated 4(f) portion of the river. **Messrs. Hadley and Jackson** said that, based upon that information, and the screening analysis contained in the Corridor and Alternatives reports, there are no viable avoidance alternatives. Therefore, we must evaluate “minimization” methods. **Mr. Hadley** recommended that the

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Alternatives Report document that avoidance alternatives were investigated but none are available.

Air Quality Analysis / Governor's Initiative to Reduce Greenhouse Gases

John Krane asked for FHWA's guidance on how to address the issue regarding the potential additional air quality analysis that addresses the new Governor's Initiative (currently in draft form). **George Hadley** said that he would have to investigate this further. However, he noted that he is going to send out some verbiage from the FHWA NEPA website which addresses that global warming impacts are typically analyzed and addressed on a system level, and not relevant on a project level basis.

Also, with respect to air quality, **Mr. Hadley** noted that some areas of Florida may once again be subject to conformity regulations, and that we need to be cognizant about whether or not this applies to our project area.

Design Traffic Memorandum

John Krane noted that a traffic methodology meeting has been scheduled between K&S and FDOT District 4 staff. He asked FHWA if they would like to be involved in the methodology discussions. **George Hadley** indicated that they would like to be part of the discussions. **Paul Lampley** said he would ask **Tom Goldstein (FHWA)** if he could attend the methodology meeting. **Mr. Hadley** said that we should send the proposed Methodology to **Michael Loyselle (FHWA)** and **Tom Goldstein** for their consideration.

Conceptual Permit

Brian Mirson (ACE) gave an overview of the work that has been accomplished to date and summarized some of the technical findings regarding the delineations. It was decided that the findings will be presented to SFWMD and the City at a joint meeting. A draft will be submitted to SFWMD on December 18, 2008 so that SFWMD can get a preliminary review of the findings prior to receiving the formal package.

Ron Miedema (EPA) requested clarification about how the conceptual permit work fit into the EIS. It was explained that the work associated with the conceptual permit was not part of the EIS, and that it is being undertaken separately in order to determine if a river crossing could be permitted over State owned lands.

Open Discussion

Ron Miedema and **Brandon Howard (National Marine Fisheries)** stated that they want to be included in the Wetlands Functional Assessment.

Beatriz Caicedo-Maddison (FDOT) mentioned that FDOT staff had attended a meeting that discussed a list of "best practices" for the development of Environmental Impact Statements. **Ms. Caicedo-Maddison** and **Paul Lampley** said they would send the list out to the Working Group members. The Team will discuss the lists' applicability to this project at the next meeting.

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FDOT West Palm Beach Operations Center

Follow-up Activities

- John Krane will send out an email notifying ETAT members and the project Team members that the review period for the Corridor and Alternatives reports will close on October 24th.
- George Hadley will send out verbiage to help address the project's air quality analysis in regards to the Governor's Initiative to reduce greenhouse gases.
- FDOT will contact Tom Goldstein about attending the traffic methodology meeting.
- K&S will send the proposed final methodology to Michael Loyselle and Tom Goldstein of FHWA.
- FDOT will send out a list of Best Practices for the development of Environmental Impact Statements.
- EPA and National Marine Fisheries Service will be included in the Wetlands Functional Assessment.
- K&S will summarize how the Corridor and Alternatives reports were made available for review as part of their transmittal of the Reports to FHWA (after the comment period closes and comments have been addressed).

Next Team Meeting

November 20, 2008

These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.

**Agency Scoping Meeting
September 18, 2008
Written Comment Received via Email from USEPA**

Identify Resources and Level of Importance

The proposed project is located within protected areas of the Savannahs Preserve State Park and the North Fork of the St. Lucie River Aquatic Preserve. Wetlands associated with these areas contain high quality tidal and freshwater wetland systems. Specifically the proposed project would effect high quality, tidal wetlands dominated by red mangrove (*Rhizophora mangle*). Mangrove wetlands located within south Florida form a vital component of the estuarine and marine environment, providing a major organic detrital base to the aquatic food chains, significant habitat for arboreal, intertidal and subtidal organisms, nesting sites, cover and foraging grounds for birds, and habitat for reptiles and mammals. Mangroves also provide protected nursery area for fishes, crustaceans, and shellfish and are an important tool in recycling nutrients within the estuarine ecosystem. For these reasons, EPA considers these mangrove wetlands to be aquatic resources of national importance (ARNI). The proposed project will occur within hydric pine flatwoods. We consider hydric pine flatwoods systems to be ARNI, because they are threatened habitats that provide nesting, resting, and feeding sites for a wide variety of wildlife species. Hydric pine flatwoods of south Florida are unique areas that provide essential forested habitat for wildlife including the wood stork (*Mycteria americana*), redcockaded woodpecker (*Picoides borealis*), eastern indigo snake (*Drymarchon corais*), gopher tortoise (*Gopherus polyphemus*), bald eagle (*Haliaeetus leucocephalus*), bobcat (*Lynx rufus*), Florida sandhill crane (*Grus canadensis pratensis*), and 900 native plant species including 80 rare and endemic species. Additional benefits include filtering upland runoff, stabilizing sediments, and taking up nutrients which help to improve the quality of nearby waters. Hydric pine flatwoods are rare outside south Florida, but are of critical, regional importance as one of the dominant forest cover types in south Florida. This geographically limited, subtropical habitat type has seasonal hydrologic variation, which results in a habitat with the highest plant diversity of any in south Florida. Despite the importance of this habitat type, south Florida hydric pine flatwoods are among the least protected lands in Florida, with only nine percent in public ownership. Regionally, the loss of hydric pine flatwoods habitats of south Florida will critically affect the biodiversity and endemic flora and fauna of south Florida (U.S. Fish and Wildlife Service, 1999). Lastly, the site contains sawgrass marshes which provide principal environmental values related to water quality and quantity. They serve as filter systems for water and protect natural bodies of water from eutrophication. Numerous birds can be found in this community year-round or for over-wintering. They also provide habitat for frogs, snails, and crayfish, which serve as food source for larger protected animals that are found in this region. Protected animals that can be found in and around sawgrass marsh systems include the Everglades mink (*Mustela vison evergladensis*), Florida panther (*Felis concolor coryi*), snail kite (*Rostrhamus sociabilis*), wood stork (*Mycteria americana*), and American alligator (*Alligator mississippiensis*). Therefore, EPA considers the sawgrass wetlands to be ARNI as well.

Comments on Effects to Resources:

Proposed project will occur within high quality tidal and freshwater wetland systems which EPA considers to be ARNI. Therefore every effort should be made to avoid impacts to ARNI. This should include:

- 1) Review existing corridors routes that could be widen to accommodate future growth.
- 2) Tunnel under ARNI to fulfill the project purpose.
- 3) Construct storm water treatment areas in uplands.
- 4) Construct an expansion bridge, with support structures located in uplands.
- 5) No Action Alternative.

Minimization:

- 1) Construct a bridge using the least amount of pilings necessary.
- 2) Construct a bridge high over wetlands to reduce shading.
- 3) Use Best Management Practices for construction of a bridge in areas EPA considers ARNI.
- 4) Review bridge alignments to make them as short as possible, which would reduce wetland impacts.

Mitigation: Proposed mitigation should occur with the watershed of the North Fork of the St. Lucie River.

Comments on Alternatives Presented:

Analysis of alternatives C1a and C1b, the widening of the existing bridges, is deficient. This alternative should be considered and analyzed thoroughly. The significant environmental impact avoided during construction and post construction of a new bridge should be evaluated and added to this analysis.

Meeting Minutes
Crosstown Parkway Extension EIS
Team Meeting – June 19, 2008
2:00 a.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting For Crosstown Parkway Extension

Attendees:

Tom Goldstein, P.E., District 4 Transportation Engineer – Federal Highway Administration
Paul Lampley, P.E., PD&E Engineer – Florida Department of Transportation
Beatriz Caicedo-Maddison, P.E. Senior Project Manager – Florida Department of Transportation
Hugo Carter – South Florida Water Management District

City of Port St. Lucie (PSL) Attendees:

Jerry Bentrrott, Assistant City Manager – City of Port St. Lucie
Patricia Roebling, P.E., Assistant City Engineer – City of Port St. Lucie
Roberta F. Richards, Manager, Engineering Operations – City of Port St. Lucie
John Krane, P.E. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Kristine Stewart, Ph.D. – Keith and Schnars, P.A.
Brian Mirson, P.E. – American Consulting Engineers of Florida, LLC

Attendees by Telephone:

Garett Lips – U.S. Army Corps of Engineers
Weatherby Larry, P.E. – American Consulting Engineers of Florida, LLC
Corey Carter – American Consulting Engineers of Florida, LLC
Brandon Howard – National Marine Fisheries Service
Lauren Milligan – Florida Department of Environmental Protection
Karen Brunelle, Director, Office of Planning and Environment – Federal Highway Administration
Linda Anderson, Environmental Specialist – Federal Highway Administration
Buddy Cunill – Florida Department of Transportation Central Office
Catherine Bradley, P.E. – Florida Department of Transportation Central Office
Kathleen Toolan – Florida Department of Transportation Central Office
Terry Gilbert – Florida Fish and Wildlife Conservation Commission

Introductions

Meeting Minutes Corrections and Edits

There were no requested changes to the May Working Group meeting minutes. The May minutes were approved.

Project Schedule

John Krane (K&S) explained that no schedule revisions were requested by any of the cooperating agencies and that FHWA's comments were expected by June 25th. **FHWA** stated that all of their requested edits were accommodated to their satisfaction and that they had been waiting only to see if any of the cooperating agencies had comments. Mr. Krane asked FHWA if they had enough information to approve the schedule. FHWA said

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yes and requested that the final schedule be sent to them when the formal request is made to publish the Notice of Intent.

Notice of Intent

K&S stated that the Notice of Intent (NOI) had been finalized and submitted to FDOT and the City. FHWA requested that both a “hard” and “electronic” copy of the NOI be sent to them along with an 11” x 17” copy of the schedule.

Advance Notification (AN)

Paul Lampley – (FDOT) explained to the group that a different procedure (from that agreed upon previously) was going to be employed for the Advance Notification process. He said the revised AN would include all six alternatives to be uploaded to the ETDM Environmental Screening Tool (EST). Previously, only four alternatives (1 through 4) were included in the ETDM site. Mr. Lampley stated that the Class of Action would not be changed as a result of adding the additional two alternatives (5 and 6). He added that K&S is about 99% complete with the AN Package with only a few edits remaining.

Kick-Off Meetings & Scoping Meeting (See Note 1.)

Garett Lips – (USACOE) asked if the non-jurisdictional project tour was still on. **John Krane** replied that the tour would be part of the Scoping Meeting and that it was still on the schedule for July 11th. A Working Group member asked if a boat would be used for the Scoping Meeting project tour. It was decided that a boat should be included, along with a bus tour, since it is the best way to view the project area. A general discussion ensued regarding the logistics and time of the planned Scoping Meeting and project tour.

Corridor Reports

John Krane said that the Corridor and Alternative Reports were completed and (in addition to the revisions requested by FHWA) included modifying *Chapter 8* of the Alternatives Report to show that six (rather than three) alternatives would be carried forward into the EIS. **Barry Ehrlich** noted that the *Summary* of the Alternatives Report was also modified. It was explained that the reports were submitted to FDOT’s ETDM coordinator for uploading into the EST. **Beatriz Caicedo-Maddison** requested that K&S send her a hard copy of the documents. Mr. Ehrlich said he would provide hard copies to both FDOT and the City. **Paul Lampley** asked that the agencies let FDOT know if their concerns were addressed and if anything needs to be corrected in the documents.

Conceptual Permit

Larry Weatherby – (ACE) summarized the previous meeting with SFWMD. It was clarified that ACE would be flagging the centerlines as discussed in previous meetings. **Paul Lampley** suggested that the jurisdictional work get done very soon after the Scoping Meeting so the flags do not get removed or vandalized between the two activities. **Garett Lips** asked that he be included in the jurisdictional review. It was stressed by all attendees that lines not be cut in the vegetation as part of the flagging.

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Follow-up Activities

- K&S will make the minor revisions necessary to finalize the project schedule.
- K&S will resend copies of the final Notice of Intent to the City and FDOT.
- K&S will deliver hard copies of the Corridor and Alternatives Reports to Beatriz Caicedo and the City.
- The City will reserve the boat for the Scoping Meeting field review.
- ACE will flag the center line of the project alternatives.
- K&S would make any necessary revisions to the AN to ensure that it's text is consistent with that of the approved NOI and make revisions to the graphic so that the labeling of Crosstown Parkway is shown to the west of Manth Lane.

Next Team Meeting

It was agreed that there would not be a Working Group meeting in July. The next Working Group meeting is planned for August 21, 2008.

NOTES:

- 1. Subsequent to this Working Group meeting, it was decided that the Scoping Meeting would take place in August.*
- 2. It is recognized that some members may not have been in attendance at this meeting due to the distribution of an erroneous call-in code. We apologize for this error and have corrected the error for future meetings. If those who were not in attendance have any questions or concerns after reading these minutes, please let us know.*
- 3. These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.*

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Team Meeting – May 15, 2008
2:00 a.m. to 3:30 p.m.
FDOT West Palm Beach Operations Center

Purpose: Project Team Meeting For Crosstown Parkway Extension, Segment 1 – Third East/West River Crossing

Attendees:

Gerry O'Reilly, P.E., Director of Intermodal Systems Development – FDOT District 4
Paul Lampley, P.E., PD&E Engineer – FDOT District 4
Beatriz Caicedo, P.E. Senior Project Manager – FDOT District 4
Anita Bain – South Florida Water Management District (SFWMD)
Hugo Carter – SFWMD
Mindy Parrott – SFWMD
Garett Lips – Army Corps of Engineers (USACOE)

Attendees by Telephone:

John Wrublik – Fish and Wildlife Service (USFWS)
Brandon Howard – National Marine Fisheries Service (USNMFS)
Sally Mann – Florida Department of Environmental Protection (FDEP)
Laura Herren – FDEP
Chris Stahl – FDEP
Lauren Milligan – FDEP
Penny Rolleston – FDEP
Karen Brunelle, Director, Office of Planning and Environment – FHWA
George Hadley, Environmental Programs Coordinator – FHWA
Tom Goldstein, (New) District 4 Transportation Engineer – FHWA
Linda Anderson, Environmental Specialist – FHWA
Larry Barfield – FDOT Central Office
Vicki Sharpe – FDOT Central Office
Roy Jackson – FDOT Central Office
George Ballo – FDOT Central Office
Pete McGilvray – FDOT Central Office
Terry Gilbert – Florida Fish and Wildlife Conservation Commission – (FWC)
Scott Sanders – FWC
Walter B. England, P.E., Port St. Lucie City Engineer

City of Port St. Lucie (PSL) Attendees:

Donald B. Cooper, City Manager
Patricia Roebeling, P.E., Assistant City Engineer
Roberta F. Richards, Manager – Engineering Operations
John Krane, P.E. – Keith and Schnars, P.A.
Karen Akers, P.E. – Keith and Schnars, P.A.
Kristine Stewart, Ph.D. – Keith and Schnars, P.A.
Brian Mirson, P.E. – American Consulting Engineers of Florida, LLC
Larry Weatherby, P.E. – American Consulting Engineers of Florida, LLC
Corey Carter – American Consulting Engineers of Florida, LLC
Bill Adams, P.E. – American Consulting Engineers of Florida, LLC

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Introductions

Meeting Minutes Corrections and Edits

Minutes from the previous meeting were approved, pending inclusion of USACOE comments received via e-mail. It was agreed that future meeting minutes will include a disclaimer that acknowledges that the minutes are not a transcript of the meeting. This was requested by DEP during the previous Team Meeting.

Project Schedule

John Krane (K&S) initiated a discussion about the project schedule, highlighting FHWA comments and how they were addressed. The following additional items were noted:

In relation to the time frames necessary for the Environmental Studies, **George Hadley (FHWA)** commented that sufficient time should be identified in the schedule to allow for adequate environmental, biological and threatened and endangered species assessments – for example if seagrass is present the survey would need to be completed prior to August 31st. **Laura Herren (FDEP)** commented that there was no seagrass in the area.

FHWA requested that the schedule be sent to all Cooperating Agencies. John Krane indicated that the current draft schedule being discussed was sent as of Monday (May 12th) to each of the Cooperating Agencies. FHWA clarified that the Cooperating Agencies do not need to approve the schedule, but should have the opportunity to review and comment on it.

It was clarified that the Army Corps (USACOE), Coast Guard (USCG), Fish and Wildlife Service (USFWS), Environmental Protection Agency (USEPA), and National Marine Fisheries Service (USNMFS) will all be Cooperating Agencies for this project as reflected in the Agency Operating Agreements they signed as part of the Florida Environmental Transportation Decision Making (ETDM) process. A discussion about Participating Agencies ensued. FWC and SFWMD indicated they would be Participating Agencies. FDOT commented that each of the State agencies with permitting authority would likely be Participating Agencies, as well. The list of Participating Agencies will be updated through the project, as a result of the project outreach effort.

The FHWA environmental team will be out during the week of June 16th due to a conference. They are hopeful to have all schedule comments resolved by then.

When submittals are sent to EPA for publishing in the Federal Register, the cover letter sent to EPA should explain how/when all agencies have received the submittal in question. The submittal must be received by EPA the second Wednesday prior to the Friday of publication (i.e. 10 calendar days before publication).

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Item 27 (Kick-Off/Scoping Meetings) was split to allow for the Scoping meeting to occur the day after the Kick-Off meetings. Mr. Hadley mentioned that they want the City and their consultant to explain the Conceptual ERP process to the public, and explain why it is being performed.

Item 87 (DEIS NOA EPA publication) will be broken into two tasks to identify the actual publication date (10/22/10) separate from the 45 day comment period.

Item 92 (Public Hearing) will be advanced to 11/23/10 to occur within the 45 day review period after the DEIS publication. This will automatically change the start and end dates for tasks 89-91. The process and timing of events will be verified with FDOT Public Involvement Coordinator, Rusty Ennemoser.

Item 94 (Receive Hearing Transcript) will be modified to clarify that this includes developing responses to comments. Coordination with FHWA is presumed, and 10 calendar days will be added to acknowledge this coordination for FHWA review.

Items 100 and 101 (Transmittal and Publication of FEIS) will be deleted. These items are out of sequence (addressed in Items 108-110). [Note items were originally included to reflect Figure 9.1 of the PD&E Manual]

Items 102, 104 and 105 (Review of FEIS and DROD by FHWA Division, Legal Sufficiency, and FHWA-DC) can be run concurrently – over 60 calendar days, as opposed to sequential activities.

Overall, FHWA indicated a better degree of comfort with the schedule.

Gerry O'Reilly (FDOT) requested that each Agency review the schedule with an eye towards identifying any areas where efficiencies could be implemented in order to ensure the timely and most efficient completion of this project.

Paul Lampley (FDOT) requested the resources, scope and funding information requested by FHWA. **Bobbie Richards (PSL)** advised that the contract and funding information were sent via e-mail, but were returned (likely due to size). She will resend the information. K&S will provide a staffing availability matrix of the resources available to this project by 5/23. FHWA clarified that they want to ensure that the Study Scope is consistent with NEPA, and that the resources are in place to complete the EIS in accordance with the proposed ambitious schedule.

Notice of Intent (NOI) Status: NOI has been forwarded to the City and FDOT. FDOT stated that the NOI should be acceptable as is. [Based on prior FHWA input, the NOI cannot be published until FHWA approves the Schedule] The NOI is currently scheduled to be published July 4th, prior to the Kick-Off and Scoping meetings which are scheduled to occur the following week.

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The Advance Notification package has been submitted to the City and FDOT. FDOT is reviewing.

The Corridor Report will be completed by May 30th. Once finalized, it will be sent to each of the Cooperating and Participating Agencies along with the previously completed DOA package. This will help bring those agencies up to speed on the project.

The next meeting is scheduled for June 19th, at 2:00 p.m., in the FDOT West Palm Beach Operations Center.

John Wrublik (USFWS) indicated his disappointment with how communications were conducted regarding the Dispute Resolution process for this project. FDOT acknowledged his concern, and explained that this project's circumstances evolved quite differently than their recent SR-7 Extension experience.

Follow-up Activities

- K&S will finalize April 17th meeting minutes by 5/16. [Done]
- K&S will revise the schedule as noted and distribute (pending any additional comments from FDOT or FHWA by 6/12).
- K&S will finalize Corridor Report by 5/30, and distribute to Agencies with a copy of the DOA.
- K&S will send Staffing Matrix to FDOT and FHWA by 5/23
- Agencies will review the schedule and provide comments and/or ideas for expediting tasks [Comments Due by June 12th, 30 days from distribution date of May 12th. K&S will request Agency input on this issue with the transmittal of the minutes.
- FDOT will finalize review of the Notice of Intent and Advance Notification.
- City will resend Consultant Contracts as requested by FHWA (failed at first try)
- City will secure reservations for upcoming Kick-Off and Scoping Meetings

NOTE: *These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.*

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2:00 a.m. to 3:30 p.m.
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Purpose: Project Team Meeting For Crosstown Parkway Extension, Segment 1 – Third East/West River Crossing

Attendees:

Gerry O'Reilly – Florida Department of Transportation
Paul Lampley – Florida Department of Transportation
Beatriz Caicedo – Florida Department of Transportation
Anita Bain – South Florida Water Management District
Don Loving – South Florida Water Management District
Hugo Carter – South Florida Water Management District
Mindy Parrott – South Florida Water Management District
Garett Lips – Army Corps of Engineers

Attendees by Telephone:

Sally Mann – Florida Department of Environmental Protection (FDEP)
Bill Howell – FDEP
Ellen McCarron – FDEP
Chris Stahl – FDEP
Lauren Milligan – FDEP
George Hadley – Federal Highway Administration (FHWA)
Nahir DeTiazo – FHWA
Linda Anderson – FDOT
Cathy Kendall – FHWA
Vicki Sharpe – FDOT
Terry Gilbert – Florida Fish and Wildlife Conservation Commission – (FWC)
Karen Brunelle – FHWA

City of Port St. Lucie Attendees:

Donald B. Cooper, City Manager
Jerry Bentrrott, Assistant, City Manager
Walter B. England, P.E., City Engineer
Kim Graham – City of Port St. Lucie Engineering
Roberta F. Richards, Manager – Engineering Operations
John Krane, P.E. – Keith and Schnars, P.A.
Barry Ehrlich – Keith and Schnars, P.A.
Brian Mirson – American Consulting Engineers of Florida, LLC
Larry Weatherby – American Consulting Engineers of Florida, LLC

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Introduction

Following the introduction of the team members, **Barry Ehrlich – K&S** led the working group through each item on the agenda.

Meeting Minutes Corrections and Edits

Sally Mann – FDEP expressed concern that draft meeting minutes could be erroneously interpreted by the media as final documents which could result in misleading the public if quoted prior to finalization. The working group members agreed that all Drafts should be clearly marked as such. Mr. Cooper pointed out that any distribution, even if a draft, is public record, and is available to the press. Ms. Mann noted that FDEP disagreed with the March 20th minutes which stated that the working group members agreed that the March 5th, 2008 meeting with Senator Pruitt and FDEP Secretary Sole, served as Formal Dispute Resolution. After discussion, it was accepted that while not part of Formal Dispute Resolution, the meeting was part of the dispute resolution process and that the minutes would be changed to reflect FDEP concerns, and the record, regarding this matter. A revised set of March 5th Minutes would be prepared with a revised heading titled Informal Dispute Resolution.

George Hadley – FHWA noted that FHWA disagreed with the March 5th statements attributed to Mr. England that indicated FHWA's support of a single alternative being used for the conceptual permit application. This led to a team discussion of potential methodologies that would provide a hypothetical river crossing that could represent a worst case scenario alternative that would be applicable to a crossing at any location in the project area.

ETDM Programming Screen

Sally Mann requested that the March 5th meeting minutes not be uploaded to the Environmental Screening Tool (EST). There was general concurrence and agreement that the minutes would not be uploaded to the EST. **Barry Ehrlich – K&S** reiterated that both Florida FFWCC and FDEP reduced their red flags (Dispute Resolution). He requested that FDOT communicate with USFWS to inform them of those agencies' actions and to provide them the opportunity to reconsider their red flag designation. FDOT team members agreed to contact USFWS. **Cathy Kendall - FHWA** reminded the group that the project could move into the EIS without the reduction of the red flags.

Barry Ehrlich stated that the USNMFS was contacted about being a cooperating agency, and would typically expect a formal request from FHWA to do so. **Paul Lampley – FDOT** would contact USNMFS regarding their status, since Agency Operating Agreements indicate they will be a Cooperating Agency.

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Schedule Review

Barry Ehrlich noted that the Draft Notice of Intent and Schedule were submitted for review and K&S was awaiting comments. FHWA stated that they would have their comments back soon on the schedule. FHWA noted that the scoping meeting could not occur until after the Notice of Intent was published and Advance Notification processed. **Mr. Don Cooper – PSL City Manager** said that, based on the current status, the planned date of the Scoping meeting should be moved back to late June or early July. He asked his staff to obtain a number of alternative available meeting room dates for that time frame. FHWA requested that they be notified of the tentative meeting dates to make sure they could be available to attend prior to scheduling the meeting. FHWA and FDOT were concerned that the schedule did not allow enough review time, including time for Legal Sufficiency review. **FHWA** said they needed 30 days to review documents. They also stated that they prefer Legal Sufficiency reviews on drafts, but absolutely must have it on the Final EIS before circulation. This EIS will require the approval of the document by three separate FHWA units (State, Atlanta and Washington DC). There was a request by **ACE** to have another version of the schedule that would be a “collapsed” version showing the major work categories and the critical path. **Mr. Ehrlich** stated that perhaps that could be something we could do later on after we get a schedule that is approved by FDOT and FHWA.

Conceptual Permit

Brian Mirson – ACE distributed and described the draft proposal to apply for a conceptual permit. **George Hadley** noted that the proposal could be perceived to show a pre-conceived bias towards a particular alternative which could eventually result in legal issues. However, Mr. Hadley expressed that FHWA would remain neutral in the process and that, regardless of how the conceptual permit application was presented; it would not effect FHWA’s decision in any way. A general discussion ensued which included ideas on how to choose a representative, unbiased alignment location for the conceptual permit. Ideas included using a lottery approach (picking from a hat) to select a location. In any case, it was agreed that it was important to document how the representative location was chosen. **ACE** noted that the location of 1C was an appropriate location because pond siting and wetlands are footprint dependant and 1C presents the worst case condition from that perspective. **Gerry O, Reilly – FDOT** stated that the City will need to be able to defend how the chosen route for the conceptual permit was selected and perhaps, randomness would be the best method. **ACE** said they would consider a random approach in their selection. **Garett Lips – USACOE** requested that K&S provide him a copy of the Alternatives Report. [The copy of the current approach for the Conceptual Permit is attached.]

Karen Brunelle – FHWA questioned why a conceptual permit was being considered now rather than waiting for a draft EIS to be completed. It was explained that its purpose was to determine whether the project was permittable from a state lands perspective and if the project met NEPA requirements. **Paul Lampley – FDOT** explained that similar to

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the ETDM process identifying critical flaws early, there is a desire not to go through the entire NEPA process unless the crossing of State lands would be allowed. The Conceptual Permit addresses that issue. **Don Cooper** further explained that FDEP Secretary Sole suggested that the application be processed now. George Hadley reiterated that FHWA will not try to stop the City from applying for the conceptual permit but wanted it to be clear that they are neutral on the issue and will not let it affect the outcome of their decision on the EIS.

Pre-Application Meeting with USACOE

Garett Lips stated that SFWMD will send everything to USACOE and all of the agencies will comment with the worst case being that the project is not permittable. Mr. Lips said that the Corps will require analysis of all viable concepts that completely avoid the wetlands. He added that a “representative alternative” may be more challenging for the Corps to process. Mr. Lips further stated that once a complete application is received, the Corps must prepare a public notice within 14 days. The public notice will need specific information, such as project location, volume of dredge/fill, acres of impact, alternatives, and a list of adjacent property owners. Mr. Lips advised the team that the Corps should be called to arrange for a pre-application meeting.

Beatriz Caicedo – FDOT questioned how the conceptual permit would be addressed in the public involvement process (If FHWA was not involved, how would this look?). Don Cooper stated that the City wished to be totally transparent to the public with respect to NEPA and the SFWMD conceptual permit application. The question was asked to FHWA if it was OK to have both the DEIS and conceptual permit occurring at the same time. **George Hadley** indicated that FHWA prefers not to include the conceptual permit application, and to keep the Scoping meeting and keep Kickoff meetings separate.

Six Week Look Ahead

It was suggested that the six week look ahead was not helpful. What is needed is to identify critical path items to be addressed in the upcoming weeks. It was further noted that the timing of the distribution of the “look ahead” is critical to the use and value of this tool.

Additional Items and Comments

Beatriz Caicedo noted that Senator Pruitt’s office requires a monthly update of this project at the first part of each month and that FDOT works through **Reynold Meyer**. The City agreed to take over the monthly report preparation and distribution and will contact Mr. Meyer and let him know that we are working together on this. Distribution of the report will include all participating agencies.

Anita Bain stated that site visits would be needed for the project and that SFWMD and other appropriate agencies need to be included. **Terry Gilbert** – FWC ETDM

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Representative stated that his agency also needs to be included in the site visit. The City agreed to coordinate the site visit(s).

Next Meeting

The next Working Group meeting will be on May 15th at 2:00 p.m. at the same location.

Follow-up Activities

- K&S to revise March 20th meeting minutes.
- K&S will revise the schedule (pending completion of FDOT and FHWA review)
- K&S to finalize the Notice of Intent

Post-Meeting Actions

- A tentative date of July 10th has been selected for the Scoping and Kickoff Meetings.
- NMFS has been notified that their Agency Operating Agreement states they will be a Cooperating Agency.
- USNMFS was updated on the status of the ETDM screen, and maintains their original comments/position.

NOTE: *These minutes were produced by Keith and Schnars, and are an attempt to capture the essence of conversations and decisions made at the meeting. They do not represent a transcript of the meeting. Any statements attributed to others have been paraphrased unless otherwise noted, and should be clarified with the individual before use or reuse in another context.*

February 20, 2007

Crosstown Parkway Extension (Third East-West River Crossing), City of Port St. Lucie, FL.

Project Development & Environmental Study (PD&E) & Efficient Transportation Decision Making (ETDM) Process Update

City of Port St. Lucie Project Manager: Walter England, P.E.
FDOT D4 Liaison: Beatriz Caicedo-Maddison, P.E.

To address existing and future traffic congestion, the City of Port St. Lucie has identified the need for a third river crossing over the North Fork of the St. Lucie River. The proposed project would provide a connection of the new Crosstown Parkway to U.S. 1, relieving traffic congestion on the parallel river crossing corridors of Port St. Lucie and Prima Vista Boulevards. Improvements have previously been made to both the roadway and bridges on the two existing river crossings.

The City started a PD&E/EIS study in 2005 under the Local Agency Program (LAP). During the first year, an Advance Notification was processed. Several agencies, public workshops and coordination meetings with FHWA were also implemented.

Due to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) - Section 6002 (b), the City was required to run the project thru the ETDM screening process. The project was released on August 16, 2006 and the last day for comments was September 30, 2006. The alternatives posted were: 1(1C), 2 (2A), 3 (2D) and 4 (6A). As a result of the review process, three of the review agencies identified their comments with Dispute Resolution level or "Red Flags" due to: Water Quality, Wetlands, Wildlife and Habitat, Special Designation, Recreation areas and Secondary/ Cumulative Effects impacts. These Agencies are: DEP, U.S. Fish and Wildlife Services, and Florida Fish and Wildlife Conservation Commission. A table is attached with a summary of the comments.

On December 5, 2006 an informal ETDM Meeting was held in the City of Port St. Lucie, FL. Several environmental agencies, city, state and consultant representatives attended this meeting and some participated by conference call. A power point presentation was provided and the results of the ETDM screening process were discussed.

After the presentation and discussion, it was concluded that a copy of the Draft Corridor Report (DCR) would be sent to the environmental agencies (only those which comments had red flags) and they were asked to reconsider their position regarding the red flags. FHWA and FDOT also received the DRC for their review.

From January 22 to February 20, 2007, comments from Florida Fish and Wildlife, DEP and U.S. Fish and Wildlife Services were received. They indicate that their initial red flags are still valid with the exception of DEP. DEP downgraded the red flags for alternative 4 (6A) to substantial. Also, DEP didn't find any legal records supporting the City of Port St. Lucie's claim that it retained rights for a third crossing over the St. Lucie River when the lands were transferred from the City to DEP. None of the other agencies had a dispute with alternative 4(6A). The degrees of effect ranged

from "None to Substantial". Comments regarding the DCR were also received from FHWA and FDOT.

At this time, a meeting is been scheduled between the City and FDOT to discuss the next step.

Project ID numbers
FM 410844-1-52-1
FAP 7777-087-A
ETDM # 8247

MEETING SUMMARY



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

PROJECT: Crosstown Parkway Corridor Extension (Third East-West) River Crossing
EDTM #8247 Comments Review Meeting

DATE/TIME: December 5, 2006/10:00 a.m. to 12:00 p.m.

LOCATION: City of Port St. Lucie Municipal Complex
121 SW Port St. Lucie Boulevard
Building A, Room 366
Port St. Lucie, FL

ATTENDEES: See Attached sign-in sheet

VIA PHONE: FDOT (Tallahassee): Larry Barfield, Vicki Sharpe; FDOT (Ft. Lauderdale): Paul Lampley, Ann Broadwell; FHWA: George Hadley, Nahir DeTizio, Cathy Kendall; FDEP: Lauren Milligan, Sally Mann; Albert Gregory, George Jones; FWC: Joe Walsh

Meeting Objectives:

The meeting objectives are:

- To provide overview, project updates and status of the Crosstown Parkway Corridor Extension (Third East-West) River Crossing Project
- To discuss 'red flag' comments submitted in response to the Efficient Transportation Decision Making (ETDM) screening process
- To solicit comments and discussions relevant to the 'red flag' issues
- To reduce 'red flag' issues to a lower ranking
- To comply with the ETDM resolution process

Meeting:

Beatriz Caicedo-Maddison, FDOT Project Liaison, welcomed the meeting participants and outlined the meeting objectives. After attendees introduced themselves, Michael Davis, Keith & Schnars (K&S), began the power-point presentation. (copy attached.)

Mr. Davis emphasized that this meeting was part of a process and not a solicitation for a final agency decision. Everyone was invited to assist in making the appropriate decision regarding the solution to the transportation needs of the City of Pt. St. Lucie (PSL).

The project began 4 years ago prior to formal ETDM implementation. Because a Notice of Intent was not issued by FHWA prior to October 2005, the law required that the ETDM process had to be initiated. However, the project status was already beyond the initial ETDM Planning and Programming Phases requiring PSL to step back and bring the project into compliance with ETDM.

Project Study Limits: Slides 5 & 6

The study area was identified and it was noted that Crosstown Parkway (CTP) is considered as existing condition in the analysis; the parkway is currently under construction.

MEETING SUMMARY



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS

Purpose and Need: Slides 9 – 19

The Project purpose is to resolve the traffic issues in PSL.

PSL is the fastest growing city in the Treasure Coast and according to the Census Bureau, PSL is the nation's sixth fastest growing city among those with more than 100,000 people between the years 2000 and 2003. Over 80,000 vested lots are ready for development insuring that the city's growth will continue. It is anticipated that by 2025, the population will be approximately 350,000. The existing river crossings were not built to meet the existing traffic levels and are currently over capacity.

The Year 2003 Corridor Analysis revealed that the Pt. St. Lucie Boulevard River crossing was over capacity and that the Prima Vista crossing was operating at full capacity. Significant congestion and delays were noted throughout the study area and the potential for traffic redistribution to less congested roadways is limited. In 2003 the east-west roadways were operating at Level of Service D, E and F.

An arterial analysis for 2024 for the No Build alternative indicates a major breakdown in traffic flow and continued congestion.

Corridors Evaluated: Slides 21 – 23

Six (6) corridors were studied from Becker Road to the south to Prima Vista Boulevard on the north. What was discovered was that none of the southern alternatives met the project purpose and solved the traffic problems.

As such, the Crosstown Parkway Corridor Extension is the only corridor that addresses the traffic problems. Reference: Corridor Analysis Report dated September 2006.

George Hadley, FHWA, asked when the revised Corridor Report would be distributed. Michael Davis, K&S, responded that the *Analysis of Potential Corridors Report* and the *Crosstown Parkway Corridor Extension Alternatives Report* would be transmitted to FDOT in December 2006.

Sally Mann, FDEP, asked if widening the existing bridges was evaluated. **Veronica Boza, K&S**, responded that widening the Prima Vista bridge from 4 to 6 lanes and widening Port St. Lucie Boulevard bridge from 6 to 8 lanes were evaluated. (The proposed Crosstown Parkway Extension bridge will provide 6 lanes.) The results revealed that adding lanes to the existing bridges will not meet the traffic demand and that the intersection turning movements will not be improved.

Ms. Mann asked if the intersections could be improved. **Ms. Boza** explained that the necessary improvements would have to include elevated roadways resulting in high costs and substantial business property impacts. **Ms. Boza** continued that even with improved intersections, the existing river crossings could not accommodate the traffic demand.

Crosstown Parkway Corridor Extension Alternatives Evaluated: Slides 25 & 26

Eight (8) alternatives were evaluated in the *Crosstown Parkway Corridor Extension Alternatives Report* dated December 2006. The report will be distributed to FDOT, FHWA and agencies this month. (December 2006)

MEETING SUMMARY



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Ms. Caicedo, FDOT, explained that the CTP west of Manth Lane is not a federally-funded project; however the segment between Manth Lane to US 1 is considered a federal project.

Mr. Hadley, FHWA, stated that the Logical Termini determination will depend on FHWA's ability to accept the forthcoming corridor reports.

Environmental Overview: Slides 28 – 33

Habitats throughout the project area have been mapped and each alignment has been examined for evidence/presence of listed animal and plant species.

In the alternatives comparison analysis, the acreage identified was based on the worst case scenario within a right-of-way width of 150 feet. Further analysis will be presented in the Draft Environmental Impact Statement (DEIS). The Natural Environment tables for wetland and upland habitats provide the acreage for the worst case (fill for a causeway) and also looked at the direct impacts for bridging in lieu of causeway type construction. Secondary impacts will be evaluated further in the DEIS. (NOTE: although a causeway design was used as the worst case condition, causeway construction is NOT being considered and, as such, impacts will not be as great.)

The wetland habitat impacts range from 3.54 acres to 7.04 acres (worst case) and upland impacts range from 1.48 acres to 5.26 acres (worst case.)

Mindy Parrot, SFWMD, commented that the SFWMD considers shading to be a direct impact.

In addition to the habitat impacts, State Land impacts have been analyzed. The acreage ranges from 0.8 acres to 13.13 acres.

Summary of Impacts: Slides 35 & 36

In addition to natural resource impacts, community (social) impacts and traffic performance must be considered.

Larry Barfield, FDOT, asked if the residential impacts shown in the table required relocation. **Tanzer Kalayci, K&S**, stated that the impacted residents shown were whole takes; indirect impacts will be considered in the DEIS.

Public Comments: Slides 38 – 42

The project was begun over 3 years ago. In that time, several public meetings have been held. Public comments show a strong support for Alternative 1 (1C) and a strong opposition to Alternative 4 (6A) and little support for Alternative 3 (2A).

In addition to the Public meetings, numerous interagency meetings have been held. Based on the results of these meetings, the general consensus supported a move forward to the EIS phase with 3 alternatives (1C, 2A, 6A) as well as the No-Build Alternative. The alternatives being advanced have 2 sets of numbers: one set was assigned for ETDM, the second set are the original designations, which continue to be referenced because of their use in prior documents. (1 = 1C, 2 = 2A, 4 = 6A)

MEETING SUMMARY



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Nahir DeTazio, FHWA requested that the Results section in Slide 40 be revised since the FHWA is waiting on the forthcoming *Analysis of Potential Corridors Report* and *Crosstown Parkway Corridor Extension Alternatives Report* prior to making a determination which alternatives will be included in the EIS. The word '*determined*' will be replaced with '*general consensus*' phrasing regarding the decision to move forward with Alternatives 1 (1C), 3 (2A), 4 (6A) and No Build.

At this point, PSL is ready to conduct a more detailed and focused analysis on the 4 alternatives in the DEIS process.

Ms. Parrot, SFWMD, asked why Alternative 6B was eliminated. **Mr. Davis** stated that the intersections on US 1 would be too close together to operate functionally.

Proposed Bridge Typical Sections: Slide 44

To minimize impacts on the natural environment:

- the wetland/sensitive areas will be bridged
- the bridge will be constructed top down
- the bridge will have a closed drainage system to preclude untreated discharge into waters of the State or US.

Completed Reports: Slides 45 & 46

Nine (9) reports have been developed for the study area beginning in July 2003.

ETDM "red flag" Comments: Slides 50 – 69

WATER QUALITY

Florida Department of Environmental Protection (FDEP): Lauren Milligan: Slides 50 – 52

- **"Red Flag" Comment: the impacts from stormwater runoff.**
Response: stormwater treatment and attenuation will meet the requirements of the SFWMD.
Comment: **Ms. Milligan** questioned if there were enough non-state owned lands for stormwater treatment and attenuation.
Response: Yes, enough land is available to meet stormwater criteria. Detailed information is not available at this point in the project. As the development of the DEIS progresses, more detailed information will be provided for agency review.
- **"Red Flag" Comment: alterations to the surface water hydrology and natural drainage patterns.**
Response: the stormwater design system will comply with the SFWMD rules. Additional information will be provided in the DEIS.
- **"Red Flag" Comment: Reductions in flood attenuation capacity.**
Response: Studies, such as a floodplain compensation analysis and Location Hydraulics Report addressing flooding issues will be performed to provide assurance that flooding will not occur as a result of the construction of this project. One of the design features already included in the project development is that some roadway sections will be constructed on pilings.

MEETING SUMMARY



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WETLAND IMPACTS

Florida Department of Environmental Protection (FDEP): Lauren Milligan: Slides 53 – 55

- **“Red Flag” Comment: Purpose and Need**

Response: As discussed in the presentation (see slides 8 – 19), the purpose of the project is to alleviate the traffic problems within PSL. The 2003 traffic indicated the Pt. St. Lucie Boulevard bridge operates over capacity and the Prima Vista bridge crossing was at capacity. It is suspected that the traffic at Prima Vista now exceeds the maximum service volume. Explosive growth experienced by PSL and the 84,000 lots that have already been approved for development adds to the traffic volume. Census Bureau reports have identified PSL as one of the fastest growing cities with populations over 100,000. PSL is working diligently to accommodate past and anticipated growth.

Comment: Ms. Milligan appreciated PSL's needs and dilemma; however she requested additional data to assist in FDEP's evaluation. She particularly wants to review the existing bridges expansion analysis.

Response: the requested analysis will be provided to FDEP.

- **“Red Flag” Comment: FDEP recommends Corridor #4 (6A)**

Response: Alternative 4 (6A) is being recommended for further evaluation in the DEIS along with Alternatives 1 (1C), 2 (2A) and the No-build.

- **“Red Flag” Comment: Impact Minimization requirements for wetland fill, forested wetland systems, Outstanding Florida Waters (OFW) and CARL lands.**

Response: The project will follow the “Avoidance, Minimization, Compensation” guidelines throughout the project planning, design and construction phases. We are currently in the “Avoidance” phase. Specific measures will be identified during the DEIS process, such as the top down construction techniques and construction portions of the roadway on pilings (bridge). The Water Quality Impact Evaluation (WQIE) and compliance review will address the OFW non-degradation standards.

Comment: Sally Mann, FDEP, emphasized that the river was a designated Aquatic Preserve and as such required a higher level of protection. She requested that Slide 55 reflect the Aquatic Preserve designation.

US Fish and Wildlife (USFWS): John Wrublik: Slides 56 – 59

- **“Red Flag” Comment: Impacts to valuable forested and emergent wetlands (Slide 56)**

Response: “Avoidance, Minimization and Compensation” techniques are being applied to the project and have already resulted in top down construction and increased bridge length commitments to avoid and minimize impacts.

Comment: Greg Kaufman, FDEP/Parks, asked what classification was used to evaluate the wetland impacts shown on Slide 56.

Response: Mr. Davis, K&S, responded that FLUCCS and FNAI were used.

Comment: Mr. Kaufman, FDEP/Parks, commented that he did not think that Basin Marsh existed in the North Fork area.

Comment: Mr. Wrublik, USFWS, clarified his concern was with the impact to protected basin lands/conservation lands and not necessarily the size of the impact. The reason for conservation is for protection of resources not for transportation purposes. He noted that the 3 alternatives impact these protected lands.

Response: During the project development phase, state rules for linear projects crossing State Lands will be complied with. Walter England, PSL, stated that the State knew that a road would traverse the lands sold to the state for conservation purposes. This is documented.

MEETING SUMMARY



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Comment: *Sally Mann, FDEP*, requested the documentation and asked if there was an MOU.

Response: *Mr. England, PSL*, replied that there was not an MOU because it would delay the sale of the property to the State; however, the names of the state employees and copies of the documentation will be forwarded to FDEP and USFWS. *Ms. Caicedo, FDOT*, said that all agencies would receive this documentation.

- **“Red Flag” Comment: Impacts to threatened and endangered species (T&E)**

(Slides 57-59)

Response: *The project team is aware that T&E species are in and near the corridor; all efforts to reduce and/or avoid these impacts will be implemented. Detailed discussions of the avoidance and minimization efforts will be provided in the DEIS.*

Comment: *Mr. Wrublik, USFWS*, questioned the status of the scrub jay survey. *Dan Griffin, FDEP/Parks*, noted that the March 2004 fire was a ‘wildfire’ and not a ‘prescribed fire’ as indicated on Slide 58.

Response: *Slide 58 will be corrected to reflect the wildfire. As noted on Slide 58, a scrub jay survey was initiated on March 22, 2004 but smoke from the fire aborted the survey. It was later agreed at the March 25, 2004 Core Committee meeting that since the scrub jays had not been seen in the Halpatiokee area since 1984 that the scrub jay survey would not be required.*

Comment: *Greg Kaufman, FDEP/Parks*, did not recall the survey decision at the Core Committee meeting; however, he noted that scrub jays exist approximately 2 miles from the Park on Walton Road.

Response: *Minutes from the Core Committee meeting indicated that Mr. Beal stated that the scrub jays were not seen on the river since 1984. The minutes indicate that Kris Stewart (K&S) asked for the Committee’s concurrence that a scrub jay survey was not needed and that the EIS would acknowledge that scrub jays would likely return if the area was managed in a manner conducive to their re-establishment. The minutes document that the group agreed to this approach. The project team will conduct a scrub jay survey if USFWS or FDEP so requests.*

- **“Red Flag” Comment: USFWS recommends Corridor #4 (6A)**

Response: *Alternative 4 (6A) is being recommended for further evaluation in the DEIS along with Alternatives 1 (1C), 2 (2A) and the No-build.*

WILDLIFE AND HABITAT

Florida Fish and Wildlife Conservation Commission (FWC): Scott Sanders: Slides 59 – 61

- **“Red Flag” Comment: Impacts are in an FWC bio-diversity hotspot.**

Response: *No response at this time. We have not been able to identify these items yet.*

- **“Red Flag” Comment: Impacts priority wetlands for wetland dependent species.**

Response: *The Project Team recognizes the importance of species and habitat protection. Although there are impacts noted, the Team believes that the impacts can be managed through “Avoidance, Minimization and Compensation” measures. These measures will be discussed in more detail in the DEIS. Refer to previous discussion and responses for the FDEP and USFWS “red flag” comments.*

- **“Red Flag” Comment: Impacts FWC Strategic Habitat Conservation Areas for Scrub Jay, Scrub Communities and Wading Birds**

Response: *Refer to previous discussion of the scrub jay survey in response to the USFWS comment.*

Comment: *Joe Walsh, FWC*, requested that the bullet on Slide 60 be revised. The FWC, was not represented at the March 25, 2004, Core Meeting and therefore did not determine that a Scrub Jay survey was not required. The minutes of the March 25, 2004 Core Meeting

MEETING SUMMARY



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indicates that the group, which did not include the FWC or the USFWS, reached a consensus that completing the aborted survey would not be required.

Response: The Project Team agreed to perform a scrub jay survey if the FWC, USFWS and/or FDEP request such.

- **“Red Flag” Comment: Impacts to areas having habitat scores 6 to 8 (moderate to high quality)**

Response: The species inventories conducted by the Project Team to date have found minimal populations of species due to the areas isolated and small geographic size. The Team requested that FWC provide clarification to this comment.

Comment: Joe Walsh, FWC, stated that the information for the comment was developed through the closing of the gaps analysis using integrated wildlife habitat system models and overlaying them with the project corridor through the ETDM system.

- **“Red Flag” Comment: Concerns about potentially occurring T&E**

Response: Field verification found minimal T&E as noted in the discussion of Slide 57 in response to the USFWS comment.

- **“Red Flag” Comment: Loss of quality upland and wetland habitats**

Response: This issue was addressed in the USFWS discussion; refer to Slide 56.

- **“Red Flag” Comment: Requests that an EIS be done**

Response: An EIS is being done for the project.

- **“Red Flag” Comment: Recommends Corridor 4 (6A)**

Response: Alternative 4 (6A) is being recommended for further evaluation in the DEIS along with Alternatives 1 (1C), 2 (2A) and the No-build.

- **“Red Flag” Comment: Address fragmentation and isolation of habitat long term effects**

Response: These issues will be addressed in the DEIS.

- **“Red Flag” Comment: Bridge Design – requests a design involving complete bridging**

Response: The Project Team will move forward on designs in the DEIS that will provide a greater level of detail.

US Fish and Wildlife (USFWS): John Wrublik: Slide 62

- **“Red Flag” Comment: Wood Stork CFA replacement required.**

Comment: John Wrublik, USFWS, corrected the slide interpretation of his comment by stating that the concern was the impacts to foraging habitat and not nesting sites.

Response: The project development will apply “Avoidance, Minimization and Compensation” measures to all sensitive areas impacted by the project. Additional information will be included in the DEIS.

- **“Red Flag” Comment: Recommends Corridor 4 (6A)**

Response: Alternative 4 (6A) is being recommended for further evaluation in the DEIS along with Alternatives 1 (1C), 2 (2A) and the No-build.

- **“Red Flag” Comment: Take all protection measures and provide all mitigation.**

Response: The project development will apply “Avoidance, Minimization and Compensation” measures to all sensitive areas impacted by the project. Additional information will be included in the DEIS.

RECREATION AREAS

Florida Department of Environmental Protection (FDEP): Lauren Milligan: Slide 64

- **“Red Flag” Comment: Opposed to impacts to NFSLR Aquatic Preserve and the Savanna Preserve State Park**

Response: Any crossing of the NFSLR will impact the Aquatic Preserve. Standards particular to an OFW will be met. Alternative 4 (6A) does not impact the Park; Alternatives 1 (1C) and 2 (2A) will impact the Park west of the River. Alternative 1 (1C) impacts

MEETING SUMMARY



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Halpatiokee nature trail and the canoe launch. Preliminary design concepts have been developed to accommodate and improve the trail and canoe launch site.

Comment: Albert Gregory, FDEP, stated that impacts to “undeveloped” park areas are still considered Park impacts. Mr. Gregory asked if the impacts to the trail and canoe launch could be avoided or enhanced. He requested copies of any plans that have been developed for the trail and launch area. If drawings are not available, Mr. Gregory requests that the language on Slide 64 be revised to reflect the status of the trail and launch proposals.

Comment: Greg Kaufman, FDEP, stated that Halpatiokee is included in the Savanna Preserve State Park.

Response: Mr. Davis, K&S, and Mr. England, PSL, will locate the conceptual drawings for the trail and canoe launch. They recalled that drawings were included in an earlier Corridor Report. These drawings will be provided to and reviewed with FDEP.

SECONDARY/CUMULATIVE IMPACTS

Florida Department of Environmental Protection (FDEP): Lauren Milligan: Slides 66 – 67

- **“Red Flag” Comment: Requests that an EIS be done for the corridor from I-95 to Hutchinson Island**

Response: PSL is not proposing a facility extending east from US 1 to Hutchinson Island. In a letter dated April 27, 2004, FDEP Secretary Colleen Castille outlined that such a corridor study was unwarranted. Crosstown Parkway from I-95 to Manth Lane is currently under construction. In June 2006, FHWA conceptually established the analysis for the extension of the Project corridor to be from Manth Lane to US 1. Final determination will follow the FHWA review of the forthcoming Corridor and Alternatives Report. **Mr. England, PSL**, stated that there is no money or any consideration for a project extending to Hutchinson Island.

Comment: Ms. Milligan, FDEP, is reserving her final comments until she has reviewed the final package. She requested that secondary impacts be addressed in the EIS.

Response: Mr. Davis, K&S, noted that secondary impacts will be addressed in the EIS but that the EIS will not include an evaluation of the US 1 to Hutchinson Island segment since it is not planned.

Florida Fish and Wildlife Conservation Commission (FWC): Scott Sanders: Slide 67

- **“Red Flag” Comment: Requests that an EIS be done for this project.**

Response: An EIS is being done for the project.

- **“Red Flag” Comment: Recommends Corridor 4 (6A).**

Response: Alternative 4 (6A) is being recommended for further evaluation in the DEIS along with Alternatives 1 (1C), 2 (2A) and the No-build.

SPECIAL DESIGNATIONS

US Fish and Wildlife (USF&W): John Wrublik: Slide 69

- **“Red Flag” Comment: Impacts to valuable forested and emergent wetlands that occur in the floodplain of the NFSLR are too great.**

Response: As discussed under WETLAND IMPACTS Slide 56, the issue is that conservation land is being impacted. Please refer to previous discussion.

Comment: Mr. Wrublik, USFWS, agreed that his concern is that lands that have been identified for conservation purposes will be impacted by the proposed alternatives.

- **Concerned about potential T&E impacts.**

Response: This comment was addressed in the WETLAND IMPACTS discussion Slide 57.

- **Recommends Corridor 4 (6A).**

Response: Alternative 4 (6A) is being recommended for further evaluation in the DEIS along with Alternatives 1 (1C), 2 (2A) and the No-build.

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SOCIO-CULTURAL EFFECTS

Richard Young, FDOT, advised the group that Socio-Cultural ETDM review will be completed in the near future. Comments from this review will present a discussion of community impacts.

Marceia Lathou, St. Lucie MPO, advised that a consultant was currently doing screening for the long range plan. The MPO is considering asking this consultant to review the socio-cultural impacts for the Third East-West Corridor River Crossing as well.

CITY OF PORT ST. LUCIE COMMENTS

Jerry Bentrott, PSL Asst. City Manager, presented the following points:

- PSL agrees that an EIS is the way to go forward
- PSL understands that mitigation will be required for impacts that cannot be avoided or minimized
- PSL is frustrated that after 4 years, the EIS process has not yet begun
- The citizens of PSL have approved a bond issue for this project
- PSL needs to move forward quickly to capture the funds and to avoid further diminishing of the funds caused by inflation
- PSL requests that the reviewers clearly state what is needed to move forward
- PSL requests that the reviewers be thorough and consistent to avoid having to move backwards

FDOT CLOSING COMMENTS

Beatriz Caicedo, FDOT, thanked Michael Davis and K&S for the presentation. She also thanked the agencies for their participation and providing clarification of their "red flag" issues. Ms. Caicedo asked that the reviewers provide comments within 2 weeks of receipt of the additional information. Response to Ms. Caicedo by e-mail is encouraged. Reviewers are requested to submit comments, identify additional information that is needed for review, and/or change the flag colors of comments.

DISPUTE RESOLUTION

As part of the dispute resolution process defined in ETDM, **Ms. Caicedo, FDOT**, instructed the reviewers to choose one of the following categories for each "red flag" comment (Slide 73).

- Project appears to be non-permittable
- Project is contrary to a state or federal resource agency's program, plan or initiative
- Project has significant environmental cost (funding, environmental impacts, or quality of life)
- Project Purpose and Need Statement is disputable

Reviewing the Flow Chart shown in Slide 74, **Ms. Caicedo, FDOT**, advised that this meeting served as the "Staff Level Resolution" action.

Sally Mann, FDEP, stated that she had sent an e-mail prior to the meeting restating the FDEP concerns. She advised that at this point because the concerns were so overreaching, FDEP is not ready to reduce any of the "red flag" comments. FDEP is reserving the decision to reduce the "flag color" until after the *Crosstown Parkway Corridor Extension Alternatives Report and Analysis of Potential Corridors Report* have been reviewed.

Response: **Ms. Caicedo** responded that removal of the "red flags" did not mean total agreement with the project. She insured FDEP and others that the information will be provided in the near future and that the EIS will study the alternatives in greater detail.

MEETING SUMMARY



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STATE LANDS

Ms. Mann, FDEP, urged the Team to begin the process for the use of State Lands because approval would be required from the Cabinet.

Response: **Mr. Davis, K&S**, responded that approximately one year ago the State Lands representatives were contacted. The representatives advised the Project Team to wait until a 'preferred alternate' was chosen before beginning the formal process. However, the Team is willing to pursue this issue to insure timely resolution of the "red flag" issues.

ETDM

Comment: **Ms. Mann, FDEP**, questioned the information on Slide 76 regarding the Work Program status of the project.

Response: Because this project began over 3 years ago under different processing guidelines, the project is already included in the Work Program.

Comment: **Ms. Mann, FDEP**, then inquired if ETDM process is applicable to this project.

Response: **Larry Barfield, FDOT**, stated that this is a "pipeline" project that was being included into the ETDM project because the Notice of Intent had not been issued by FHWA prior to October 2005.

Comment: **Ms. Mann, FDEP**, asked if this project would follow the ETDM dispute resolution process.

Response: **Mr. Barfield, FDOT**, responded "yes".

Course of Action:

- PSL will submit the *Analysis of Potential Corridors Report* and the *Crosstown Parkway Corridor Extension Alternatives Report* to FDOT, who distribute the copies to FHWA and the agencies for concurrent review;
- Agencies will respond and comment on the additional information submittal
- Agencies will place their "red flag" issues into one of the 4 categories shown on Slide 73
- Agencies will email their comments to Beatriz Caicedo, FDOT
- Issues will be resolved through consultation and document resolution

Meeting Summary Revisions:

Please send any additions or corrections to this Meeting Summary to Ms. Joyce Howland, K&S, via email by January 19, 2007. The email address is: jhowland@keithandschnars.com.

Attachments:

Sign-In Sheet
Powerpoint Presentation

Copies to: Attendees

Z:\projects\17125.01\ETDM Meetings\061205 ETDM Meeting Summary



CITY of PORT ST. LUCIE

Third East-West River Crossing (Crosstown Parkway Extension)

ETDM #8247 Comments Review
Tuesday, December 5, 2006 10:00 a.m.

Name and Affiliation	Address	Phone	E-mail
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Marceia Lathorn	St. Lucie MPO	772-462-1593	marceia@stlucieco.gov
RICHARD YOUNG	FDOT 3400 W comm	954 777-4323	richard.young@dot.state.fl
STEPHAN MATTHEWS CT.	2980 South 15th St	772-464-3537	SMATTHEWS@CT-Gal.com



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS





CITY of PORT ST. LUCIE

Third East-West River Crossing (Crosstown Parkway Extension)

ETDM #8247 Comments Review
Tuesday, December 5, 2006 10:00 a.m.

Name and Affiliation	Address	Phone	E-mail
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KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS





CITY of PORT ST. LUCIE

Third East-West River Crossing (Crosstown Parkway Extension)

ETDM #8247 Comments Review
Tuesday, December 5, 2006 10:00 a.m.

Name and Affiliation	Address	Phone	E-mail
^{DM} Darl Goffin ^{PAKES} SAVANNAH/NFSP	9557 Gumbo Limbo Ln Jensen Beach 34957	772-340-7530	
Greg Kaufmann, PAKES	9551 Gumbo Limbo Jensen Beach FL 34957	(772) 340-7530	greg.kaufmann@dep.state.fl.us



KEITH and SCHNARS, P.A.
ENGINEERS, PLANNERS, SURVEYORS





March 23, 2006

RECORD OF MEETING

Third East-West Corridor Studies

Monthly Status Meeting

9:30 A.M., March 22, 2006

Port St. Lucie City Complex, Engineering Conference Room

ATTENDEES

<u>Name</u>	<u>Company</u>	<u>Telephone No.</u>	<u>E-mail</u>
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Via Teleconference:

Nicholas Danu	FDOT, District 4	954-777-4323	nicholas.danu@dot.state.fl.us
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Meeting Purpose:

Progress reporting on the six project studies being performed by Keith and Schnars, P.A. and Culpepper – Terpening in the City of PSL which include:

- Third East-West River Crossing;
- I-95 SIJR for the Becker Road and Crosstown Parkway interchanges;
- The Becker/I-95 Interchange PD&E;
- The Crosstown Pkwy/I-95 Interchange PD&E;
- The Becker/I-95 Interchange Design; and
- The Crosstown Pkwy/I-95 Interchange Design

Meeting Summary

1. Third East-West River Crossing

A. Preliminary Alternatives Analysis

Ms. Caicedo stated that the Preliminary Alternatives Analysis (PAA) report had been received by the Department. She stated the report has been forwarded to the Federal Highway Administration (FHWA) along with FDOT's endorsement.

Mr. Davis requested that Ms. Caicedo confirm with the Tallahassee FHWA that the PAA report would be reviewed by Atlanta FHWA and Washington D.C. FHWA concurrent with Tallahassee FHWA's review.

Ms. Caicedo stated she would confirm the concurrent review. She stated that the reviews should be completed no later than the end of May because they normally take about two months.

Mr. England inquired to whether now was a good time to submit the PAA reports to City Council members.



Mr. Davis recommended that he would up-date the Council on the submission at their April meeting briefing, but wait on FHWA's approval of the report before distributing to the Council members.

Mr. England concurred with that approach.

B. Section 4(f) Determination of Applicability

Mr. Flora reported the Section 4(f) DOA had been prepared and was currently undergoing internal QA/QC. He stated the intent was to get the report into FDEP's and FDOT's hands as soon as possible for their review, so that it could be submitted to FHWA in a timely manner. Then it would be possible for FHWA to act on the Section 4(f) status as soon as the NOI and Class of Action were issued.

2. SIJR Study

Mr. Davis stated that the Final Report was being submitted to FDOT on Friday, March 24th. He noted that the two remaining issues were related to the Collector/Distributor Road concept that the Department had requested information on. Mr. Davis noted the information was being included in the submission on Friday. The other issue was related to the Funding Agreement which will be included as a draft in the final report.

3. Becker Road/I-95 and Crosstown Parkway/I-95 Interchange PD&Es

A. Public Workshop Summary

Mr. Flora provided a summary of the March 1st and March 8th public workshops. He noted there were approximately 70 attendees at the Crosstown Interchange workshop and 17 written comments were received thus far. Mr. Flora stated that most of the comments were very supportive of the interchange. A few comments were received outlining access management and buffering concerns for the Crosstown Parkway project being done by Culpepper-Terpening (C-T). Likewise, approximately 50 attendees were at the Becker Interchange workshop, and 13 written comments were received thus far. Mr. Flora outlined most of the comments were very supportive of the interchange. There were also comments expressing concern about the increased traffic in the neighborhood areas following construction of the interchange.

B. Environmental Reports and CAT-X Report

Mr. Flora stated that the Environmental Reports and the CAT-X Report had been submitted to FDOT on March 22nd. He stated all comments from the Departments preliminary review had been addressed and incorporated into the report with the additional information.

C. Preliminary Engineering Report

Mr. Davis reported the PER reports have been updated and were currently going through their final review and QA/QC. He noted that it was anticipated that the reports would be submitted the week of March 27th.

D. Interchange PD&Es Schedules

Ms. Smith provided everyone with an up-dated schedule for the two projects. She explained that the public hearings that had been scheduled for May, 2006 had been shifted to be in June, 2006. She said this was the case only if FDOT and FHWA maintained the abbreviated review period they had committed to at the on-set of the project.



Mr. Kalayci stated there would be two different public hearings, one for each interchange. He also noted, there was no more room left in the project schedules in order to meet the project deadlines. Mr. Kalayci addressed Mr. Norris and requested that Mr. Norris (C-T) get with the C-T staff to ensure all survey information was completed. He explained that delays in providing information, has put the projects in a critical time frame.

Mr. Norris committed that he would follow up with the survey team.

E. Berm at Lake Charles along Crosstown Parkway

Mr. Davis stated that he wanted to discuss this item to ensure everyone was aware of the fact that due to the roadways northerly shift away from the communications tower, the existing berm would need to be removed. He noted the City's commitment to the Lake Charles Community to maintain the eight-foot berm.

Mr. Colon stated that there would not be enough room for the standard berm, but a special design would need to be developed. He noted the design would have to be developed as part of C-T's design for the Crosstown Parkway.

Mr. England and **Mr. Norris** concurred that a design solution would be developed to address that section so that an eight foot high barrier would be maintained.

4. Becker/I-95 Interchange Design

Mr. Colon provided an up-date on the status of the 60% Design submittal. He noted that it was going to be submitted by mid-April. He stated all of the Cities most recent typical section revisions west of I-95 had been incorporated.

Mr. Colon informed Mr. Norris that the C-T survey was still incomplete and the submittal would be delayed because sufficient time was needed to incorporate the survey, up-date plans, and review the entire plans submittal package.

Mr. Colon also noted that Bruce Reed was coordinating the landscape design for both the Becker Road Interchange project and the Crosstown Parkway Interchange project. He stated, Mr. Randy Scott from FDOT Maintenance has requested to be part of the design development. Mr. Colon recommended the City also involve their maintenance staff.

5. Crosstown/I-95 Interchange Design

Mr. Colon provided an up-date on the status of the 60% Design submittal. He noted that it was going to be submitted by mid April due to delays in receiving a complete drainage survey, a critical component required for a 60% plans/permit submittal^{3rd}.

Mr. England inquired about the status of the tower.

Mr. Kalayci stated that he had not heard back from FDOT on the limited access right of way line at the Cingular tower. He noted he had been coordinating with Joe Borello, the FDOT Design Project Manager.

Mr. Colon stated that he had asked the utility company to give an estimate on the relocation cost. He stated that they had not yet responded.



6. Up-coming Meetings

A. March 31st Transportation Meeting

Ms. Richards confirmed the March 31st Transportation Meeting with Mr. Cooper.

Mr. Kalayci stated he would provide a report submittal up-date to Mr. Cooper and in particular outline the PAA submittal.

B. April 3rd FDOT Access Management/Variance Meeting for Crosstown Parkway Interchange

Mr. Flora stated that he wanted to make the City aware of this meeting being held should they be interested in attending.

C. St. Lucie County-MPO Interchange PD&E Presentation

Ms. Smith explained that as part of the projects public involvement, a presentation needed to be made to the MPO. She stated such a presentation is typically held prior to the public hearing.

Mr. England requested that the Team see if they can get on the April 5th agenda.

The meeting was adjourned at 11:00 A.M.

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

John Flora, R.A., AICP

Assistant Director, Project Development and Environment Services

Keith and Schnars, P.A.

Distribution: All Attendees
Project File

Ksaltz/17125.01/Project Management/rev.6.13/March 23.06 Monthly Status



KEITH and SCHNARS, P.A.
ENGINEERS - PLANNERS - SURVEYORS

June 28, 2005

RECORD OF MEETING

Third East-West Corridor Studies

Monthly Status Meeting

June 23, 2005

9:30 A.M.

Port St. Lucie City Hall, Engineering Conference Room

ATTENDEES

<u>Name</u>	<u>Company</u>	<u>Telephone No.</u>	<u>E-mail</u>
Walter England	City of PSL	772-871-5175	waltere@cityofpsl.com
Patricia Roebling	City of PSL	772-871-5174	patr@cityofpsl.com
Bobbie Richards	City of PSL	772-871-5175	brichards@cityofpsl.com
Tanzer Kalayci	Keith and Schnars, P.A.	954-776-1616	tkalayci@keithandschnars.com
Debbie Wolfe	Keith and Schnars, P.A.	407-834-1616	dwolfe@keithandschnars.com
Vicki Smith	Keith and Schnars, P.A.	407-834-1616	vsmith@keithandschnars.com
John Flora	Keith and Schnars, P.A.	407-834-1616	jflora@keithandschnars.com
Stef Matthes	Culpepper & Terpening, Inc.	772-464-3537	smatthes@ct-eng.com

Via Teleconference:

Beatriz Caicedo	FDOT, District 4	954-486-4336	beatriz.caicedo@dot.state.fl.us
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Meeting Purpose:

Progress reporting on the six project studies being performed by Keith and Schnars, P.A. and Culpepper – Terpening in the City of PSL (Third East-West River Crossing; W.Va/I-95 IJR; West Va. Corridor; Becker Road/I-95 IJR, the Becker/I-95 Interchange PD&E, and the W.Va/I-95 Interchange PD&E).

Meeting Summary

1. Third East-West River Crossing

Ms. Smith stated the Project Team was still analyzing the issues relating to the projects logical termini. She said she was encouraged by the guidance provided by FHWA since it provided flexibility.

Ms. Caicedo concurred the response was an opportunity to further analyze the issues. She stated, just follow the request, the *process* will bring something the City can work with.

Ms. Smith explained that another meeting with FHWA was warranted to talk about the 4(f) issues associated with some of the Alternatives, and she requested for Ms. Caicedo set up such a meeting.

Ms. Caicedo agreed that such a meeting would be very helpful. She requested that Ms. Smith send her an e-mail with the request and she would set a meeting up with FHWA at their earliest convenience.

Mr. Kalayci outlined that the Project Team frame the project information so that the top-down construction proposed for the bridge is clearly recognized as part of mitigation so the Agencies do not lose sight of the fact the additional construction costs for this type of bridge building is part of the mitigation contributions.



Ms. Smith concurred and stated that it was indeed a major portion of any mitigation that would be required.

Ms. Caicedo inquired about the relocation plan requirements and who would be working on it.

Mr. Kalayci stated Earth-Tech would be doing the work when we get to that phase of study.

Mr. England noted that a change order would be required to cover those expenses as they were never part of the contract.

Mr. Kalayci stated we would have to know which alignment we are going to use before they can get started.

Ms. Smith mentioned that at the monthly transportation meeting, Mr. Cooper shared the Council's concern about how long this project is taking. Ms. Smith noted that FDOT had clearly advised the City, under normal circumstances, a PD&E takes four to five years. She noted the complexity of this project makes it far from normal. Ms. Smith stated it may be helpful to meet with the Council on a more frequent basis so they were better informed about the process and why it takes as long as it does.

Mr. England concurred and suggested that instead of meeting with them during a regular meeting where they are being bombarded with a myriad of issues, it would be more helpful and convenient to meet an hour or so individually. He stated he would set things up accordingly.

2. Interchange PD&Es

Ms. Smith outlined a meeting had been set for July 27th with the water management district to resolve the easement on the southwest corner of I-95 and West Virginia, and to review the permitting requirements for the two interchanges.

Mr. England stated he would have someone attend the meeting on the City's behalf.

Ms. Roebling stated that the Project Team needed to contact the tower people to see if they will be alright with the interchange layout. She noted that we need to make sure they have no issues even if we are not impacting their land, just to be safe.

Mr. Kalayci concurred and stated he would have his engineers follow up on the matter.

Ms. Roebling also stated that an easement from FP&L would need to be obtained for the West Virginia interchange.

The meeting was adjourned at 11:25 P.M.

Meeting Follow-up Action Items

1. **Ms. Smith** will e-mail a request to Ms. Caicedo for an environmental meeting with FHWA.
2. **Ms. Caicedo** will follow up with FHWA to find out when their earliest convenience is.
3. **Mr. Nassar** will prepare a preliminary noise study as soon as possible to determine if there may be a need for noise walls.
4. **Mr. Kalayci** to follow up with the engineering staff to: 1) Coordinate with the tower people at West Virginia/I-95 and, 2) Look into the easement requirements with FP&L at West Virginia/I-95.
5. Mr. Groenhoff to get with Mr. England on Contract .04 expenses.



6. **Mr. England** will have his staff coordinate meetings with Council Members to up-date them on the DEIS process.

Up-coming meetings

June 27th - Meeting with South Florida Water Management District

July - City Council Retreat

TBD - Environmental Meeting w/ FHWA

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

John Flora, R.A., AICP

Assistant Director, Project Development and Environment Services

Keith and Schnars, P.A.

Distribution: All Attendees
Project File

Ksaltz/17125.01/Project Management/rev.6.13/June 23.05 Monthly Status mtg



RECORD OF MEETING

Third East-West River Crossing PD&E Study

EAC-Core Meeting

May 25, 2005

1:00 – 3:00 P.M.

Port St. Lucie Community Center

2195 SE Airoso Boulevard, Port St. Lucie, Florida

Attendees:

Name	Company/Agency	Telephone No.	Email
Walter England	City of Port St. Lucie	772-871-5175	waltere@cityofpsl.com
Roberta Richards	City of Port St. Lucie	772-871-5175	rrichards@cityofpsl.com
Patricia Roebeling	City of Port St. Lucie	772-871-5174	patr@cityofpsl.com
Mindy Parrott	SFWMD	561-682-2065	mparrott@sfwmd.gov
Carolyn Farmer	SFWMD	561-682-6856	cfarmer@sfwmd.gov
John Wrublik	USFWS	772-562-3909	john.wrublik@fws.gov
Rick Brust	FFWCC	772-778-5094	rick.brust@myfwc.com
Madelyn Martinez	NMFS	727-824-5329	madelyn.martinez@noaa.gov
Laura Herren	FDEP/CAMA	772-873-6590	laura.Herren@dep.state.fl.us
Michael Davis	Keith and Schnars P.A.	954-776-1616	mdavis@keithandschnars.com
John Flora	Keith and Schnars P.A.	407-834-1616	jflora@keithandschnars.com
Kris Stewart	Keith and Schnars P.A.	954-776-1616	kstewart@keithandschnars.com
Debbie Wolfe	Keith and Schnars P.A.	407-834-1616	dwolfe@keithandschnars.com

Mr. Flora opened the meeting by stating the purpose of the meeting is to discuss potential mitigation concepts and to suggest possible mitigation sites. Likewise, the meeting was to provide each agency the opportunity to share their issues, concerns, and mitigation requirements.

Ms. Wolfe referred to agenda containing suggested items for discussion, which included potential impacts and mitigation preferences and limitations. Mitigation ideas included Platt's Creek Mitigation Bank, oxbows, adjacent property acquisition, etc.

The following is a summary of items presented by agency:

Ms. Martinez for NMFS:

- stated that both the short nosed sturgeon and small-toothed sawfish (high profile species) should be included in the biological assessment (Later communications indicated that the sturgeon is not found in study area);
- supported onsite mitigation or work directly related to the river itself;
- inquired about mitigation credits for improving water quality with stormwater retrofits (for essential fish habitat);
- stated that the Service would prefer Alternative 6A;



- stated that stormwater ponds would need to be located outside of the wetland areas;
- suggested that exotics could be removed to regain connectivity;
- stated that a survey for managed species is needed;
- requested details on pre/during/post construction measures to minimize impacts;
- suggested to regain connectivity at the Wynne property (hydrologic restoration); and
- stated that she will share her list of fish.

Mr. Wrublik for USFWS:

- stated that the study area may be within the core foraging area (CFA) or near nesting colonies for the wood stork. The CFAs have an 18.5-mile radius range from nests. This will need to be included in the biological assessment.

Ms. Herren for FDEP/CAMA:

- stated that the black skimmers should also be included in the biological assessment; and
- suggested that we review the feasibility study conducted for the oxbows, and stated that there are over 25 oxbows along the river.

Ms. Parrott and Ms. Farmer for SFWMD:

- stated that mitigation is being considered early in the project because of rising real estate costs and future land availability;
- stated that everything under the bridge is considered an impact (whether direct or indirect), and that secondary impacts would include pre/during/post construction of the bridge, such as light, noise, storm scour (natural), exotics, habitat fragmentation, etc.; all elements will be used to estimate mitigation requirements;
- stated that the mitigation should be conducted within the river basin;
- stated that use of Platt's Creek Mitigation Bank can only be for projects within the 100-year floodplain;
- stated that less credits would be given for mitigation conducted on state lands; state lands with a management plan but without funding would be considered;
- discouraged the use of Senate Bill 1986 because it creates a time lag due to processing, and that other options may be quicker and cheaper;
- stated that the CARL properties would have to be mitigated for separately from the wetlands;
- commented that the purchase and mitigation of undeveloped section of Wynne parcel would be a good option;
- stated that there may be some overlap with the ever-changing CERP that might need to be investigated; and
- recommended reviewing aquatic preserve rules (FAC) 18-20 and 18-21.



Next Steps include:

- scheduling the next meeting with more advance time and design details;
- determining the ownership of the oxbows along the river;
- reviewing the oxbow feasibility study;
- determining the ACE permit status for Platt's Creek Mitigation Bank; and
- determining the status of the undeveloped section of the Wynne parcel.

Mr. Davis summarized the discussion by restating the next steps.

The meeting ended at 3:00 p.m.

Keith and Schnars will rely on these notes as the record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:
Debbie Wolfe
Project Manager
Keith and Schnars, P.A.

Distribution: All Attendees
Project File
Victoria Foster
Dan Griffin
Don Medellin
Alisa Zarbo
Beatriz Caicedo-Maddison



KEITH and SCHNARS, P.A.
ENGINEERS - PLANNERS - SURVEYORS

May 26, 2005
Rev. June 13, 2005

RECORD OF MEETING

Third East-West Corridor Studies

Monthly Status Meeting

May 19, 2005

9:30 A.M.

Port St. Lucie City Hall, Engineering Conference Room

ATTENDEES

<u>Name</u>	<u>Company</u>	<u>Telephone No.</u>	<u>E-mail</u>
Beatriz Caicedo	FDOT, District 4	954-486-4336	beatriz.caicedo@dot.state.fl.us
Walter England	City of PSL	772-871-5175	waltere@cityofpsl.com
Patricia Roebling	City of PSL	772-871-5174	patr@cityofpsl.com
Bobbie Richards	City of PSL	772-871-5175	brichards@cityofpsl.com
Tanzer Kalayci	Keith and Schnars, P.A.	954-776-1616	tkalayci@keithandschnars.com
Michael Davis	Keith and Schnars, P.A.	954-776-1616	mdavis@keithandschnars.com
Vicki Smith	Keith and Schnars, P.A.	407-834-1616	vsmith@keithandschnars.com
John Flora	Keith and Schnars, P.A.	407-834-1616	jflora@keithandschnars.com
Stef Matthes	Culpepper & Terpening, Inc.	772-464-3537	smatthes@ct-eng.com

Meeting Purpose:

Progress reporting on the six project studies being performed by Keith and Schnars, P.A. and Culpepper – Terpening in the City of PSL (Third East-West River Crossing; W.Va/I-95 IJR; West Va. Corridor; Becker Road/I-95 IJR, the Becker/I-95 Interchange PD&E, and the W.Va/I-95 Interchange PD&E).

Meeting Summary

1. Third East-West River Crossing

FHWA Meeting

Ms. Smith started the meeting by outlining the issues that will be associated with the June 9th presentation to FHWA.

Ms. Caicedo stated the meeting needs to be heavily focused on traffic and justifying the Floresta Logical Termini. She explained that their intent is to be comfortable with something that would stand up in court.

Mr. Kalayci asked Ms. Caicedo if in fact Federal Funds had been used to fund the project, or if it was funded by State monies.

Ms. Caicedo said that she did not know but would find out and inform the Project Team.

Mr. Davis noted the issue was not a matter of re-determining where the logical termini should be, but explaining to FHWA why it is Floresta. He noted that it is not FHWA's policy to back-track on a decision that had made even if by other FHWA staff. He made reference to the "Red Book" policy that had been developed. He explained that it was not for us to debate the logical termini, but to explain why it is Floresta. Mr. Davis noted the FDOT letter that was asked to be prepared by FHWA was legally relevant.



Mr. England noted that Kevin Stinet of the Indian River Keepers will probably file a law suit no matter what.

Ms. Smith inquired about how much time will be provided for the meeting, and who would be there.

Ms. Caicedo stated that it would be no more than two hours, but would need to get back with Vicki to let her know who from FHWA would be there.

Mr. Davis requested that the power point presentation be started by showing the letter on the screen.

Mr. Kalayci inquired about the issue of Alternate 2A (Walters Terrace) going further west of Floresta. He noted that it has been incorrectly shown and requested the project visuals be adjusted to accurately show that the City would be building up to Floresta which ever Alternative was selected and it doesn't matter if it is up to Floresta either at West Virginia or at Walter's Terrace.

Mr. England concurred. He stated if Alternative 2A was selected, the corridor would be built to Walters Terrance and not to West Virginia. He said the City will build to where ever it is needed. Mr. England further explained that the parcels already purchased along West Virginia between Manth and Floresta would be auctioned off with no problem.

Mr. Kalayci stated that for Floresta to be a logical termini, it needs to be a roadway greater than 2-lanes. He inquired to whether it was modeled as a four lane and if it was in the City's Capital Improvements Program.

Mr. Davis clarified that it was in the modeling as a four-lane road.

Ms. Roebeling stated that they were going to be putting 4-laning Floresta from South Bend to Prima Vista into the Capital Improvements Program this year, but was not certain it would be approved due to political concerns about land uses changes.

Logical Termini Letter

Ms. Smith distributed the draft Logical Termini Letter for every ones review.

Ms. Caicedo stated that she would have her comments on Monday the 23rd.

Core Meeting

Ms. Smith distributed the May 25th Core Meeting Agenda for everyone's review.

Mr. Davis state all references to avoidance or minimization needed to be eliminated, as those issues were not relevant to what the meeting had been set up for.

DEIS Schedule

Ms. Smith asked Beatriz if they could back together on the review time frames that were previously outlined so that the schedule could be up-dated.

Ms. Caicedo stated that she would get with Vicki via telephone.

Mr. Kalayci stressed to Ms. Caicedo that the schedule needed to be adhered to on FDOT's end. He cautioned that the review times she would be outlining needed to be conservative.

Mr. Davis stated that Mr. Groenhoff had committed to being able to make up the week of lost time due to the Departments review delay.



Ms. Smith noted other delays that were being caused by FDOT and FHWA. She explained that by FHWA not signing off on the Class of Action, it was having a major impact on getting things processed like the project's NOI and the 4(f) application. These were scheduled to go out in April; now due to FDOT and FHWA we will have to wait until June, if not July. Ms. Smith noted that due to the continued delays caused by the Department and FHWA, as well as other delays experienced, the Project Team will start documenting them so that the City will understand why the process is taking longer than usual.

Ms. Caicedo stated that she still wanted to give a brief presentation to the District on June 15th for the FDOT Secretaries. She asked Vicki to do a five minute power point for her.

Ms. Smith suggested she do the FHWA power point first and then they could extract portions for the District power point.

Ms. Caicedo concurred.

2. Interchange PD&Es

Mr. England suggested that he amend the MPO's LRTP to specifically show the interchange at West Virginia and I-95 to dismiss concerns expressed by the Department and FHWA. He stated it could be taken care of at their next meeting.

Ms. Caicedo concurred that would be very helpful.

Mr. Kalayci stated that he would be having a meeting with Mr. Cooper to explain that the interchange at West Virginia and I-95 the Project Team would be designing was for \$25 million. If the developers wanted more for additional capacity, they would need to pay for the difference.

Mr. England concurred that was appropriate.

Mr. Kalayci brought to Mr. England's attention that based on documents received from Kolter, it reflected the entire south west quadrant of the WVA/I-95 interchange had been designated as a conservation easement that specifically prohibited roads. Mr. Kalayci further explained that if this was indeed the case, it would possibly kill the project, or delay the project significantly. He said this kind of issue was not in the realm of what Keith and Schnars had agreed to do.

Mr. Flora inquired if the linear facility provision would be an option since the language specifically outlines the prohibition of roadways.

Mr. Davis stated the linear facility provision probably would not be an option.

Mr. England agreed and stated that he would look into and the City would get it fixed if there is a problem.

Mr. Kalayci inquired if the City wanted a sidewalk on the north side of the West Virginia bridge of I-95 if they were not going to have a sidewalk on the north side behind Lake Charles. He said they needed to know for the bridges design.

Mr. England said yes they did want it on the north side of the bridge as well. He stated they would probably be putting a sidewalk in on the north side of the roadway behind Lake Charles for safety.

Ms. Smith suggested for the monthly Progress Meeting there be two meetings; one in the morning for the



planning projects; and one in the afternoon for the design projects.

Ms. Richards stated that she would look into everyone's schedule to see if that would work.

The meeting was adjourned at 11:45 P.M.

Meeting Follow-up Action Items

1. **Ms. Caicedo** will provide Ms. Smith her comments on Monday, May 23rd regarding the Logical Termini letter.
2. **Ms. Caicedo** will follow up with FHWA to find out who at FHWA would be attending the meeting on June 9th and would let Vicki know the week of May 23rd.
3. **Ms. Smith** will finalize the draft of the FHWA power point and get it to Ms. Caicedo the week of May 23rd.
4. **Mr. England** to amend the MPO's LRTP to specifically identify the interchange at West Virginia and I-95.
5. **Mr. England** will resolve the situation with the conservation easement on the south west quadrant of the West Virginia and I-95 interchange.
6. **Mr. Kalayci** will set up a meeting with Mr. Cooper to discuss the \$25 million dollar limit for the West Virginia and I-95 interchange.

Up-coming meetings

May 25th Third East-West River Crossing Core Group Meeting

May 27th Transportation Meeting w/ Mr. Cooper

June 9th FHWA Meeting in Tallahassee

June 15th District 4 w/ Beatriz presenting

June 23rd Planning Progress Meeting @ 9:30 A.M.

June 23rd Design Progress Meeting @ 2:00 P.M.

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

John Flora, R.A., AICP

Assistant Director, Project Development and Environment Services

Keith and Schnars, P.A.

Distribution: All Attendees

Project File

Ksaltz/17125.01/Project Management/rev.6.13/May 19.05 Monthly Status mtg



RECORD OF MEETING

Third East-West River Crossing PD&E Study EAC/TAC Meeting

April 19, 2005

2:00 – 4:00 P.M.

Port St. Lucie Community Center
2195 SE Airoso Boulevard, Port St. Lucie, Florida

Attendees:

Name	Company/Agency	Telephone No.	E-mail
Marceia Lathou	St. Lucie County MPO	772-462-1593	marceia@co.st-lucie.fl.us
Victoria Foster	USEPA	561-616-8878	foster.Victoria@epa.gov
Tori White	USACE	561-472-3517	tori.white@saj02.usace.army.mil
Madelyn Martinez	NMFS	727-824-5329	madelyn.martinez@noaa.gov
Laura Herren	FDEP/CAMA	772-873-6590	laura.herren@dep.state.fl.us
Greg Kaufmann	FDEP/Recreation and Parks	772-340-7530	greg.kaufmann@dep.state.fl.us
Daniel Griffin	FDEP/Recreation and Parks	772-340-7530	daniel.griffin@dep.state.fl.us
Bruce Offord	FDEP/Mobile Sources	561-681-6630	bruce.offord@dep.state.fl.us
Richard Brust	FFWCC	772-778-5094	rick.brust@myfwc.com
David Foote	SFWMD	561-682-2686	dfoote@sfwmd.gov
Don Medellin	SFWMD	561-686-6340	dmedelli@sfwmd.gov
Mindy Parrott	SFWMD	561-682-2065	mparrott@sfwmd.gov
Harold Phillips	St. Lucie Audubon Society	772-879-2669	kiwihowick@adelphia.net
Walter England	City of Port St. Lucie	772-871-5175	waltere@cityofpsl.com
Roberta Richards	City of Port St. Lucie	772-871-5175	rrichards@cityofpsl.com
Mary Cerrati	Resident	772 871-6049	
Harriet Toirac	Resident	772 878-1132	
Michael Davis	Keith and Schnars P.A.	954-776-1616	mdavis@keithandschnars.com
John Flora	Keith and Schnars P.A.	407-834-1616	jflora@keithandschnars.com
Derek Hudson	Keith and Schnars P.A.	407-834-1616	dhudson@keithandschnars.com
Kris Stewart	Keith and Schnars P.A.	954-776-1616	kstewart@keithandschnars.com
Debbie Wolfe	Keith and Schnars P.A.	407-834-1616	dwolfe@keithandschnars.com

Meeting Purpose:

The purpose of the meeting was to review comments received by TAC and EAC representatives, and the public comments received at the March 23, 2005 public meeting; and to discuss the second screening of alternatives. The meeting purpose was also to present the three recommended Alternatives to be carried forward for further analysis in the DEIS and to establish concurrence among Committee Members on the recommended Alternatives.

Summary:

Mr. Davis welcomed everyone to the meeting. He reviewed the Corridor and Alternative Selection Process and explained that at this point we would be taking the Third East West Corridor and selected Alternatives into the DEIS.

Mr. Flora gave a power point presentation that reviewed the following:

*Review and Summary of the March 8th TAC/EAC Meeting
Public Comments Summary*

- 237 attendees
- 85 written comment forms submitted
- 23 in favor of Alternative 1C
- 24 opposed to Alternative 6A

Tier Two Evaluation

- *Alternative 6A/6C Comparison*
 - Alternative 6C and 6A are essentially the same Alternative. 6C was developed to avoid impacts to La Buona Vita by relocating the US 1/Savanna Club Boulevard further north. 6C is the most costly and provides the most disruption to U.S. 1 and surrounding areas
 - To address these problems, the alignment of Alternative 6A was adjusted to avoid impacts to La Buona Vita residents without relocating intersection on US 1, therefore eliminating the need to further explore Alternative 6C.
 - ***It was recommended Alternative 6C be eliminated.***
- *Alternative 6B/1F Evaluation*
 - Potential environmental justice issues with La Buona Vita residents
 - Adds new intersection to U.S. 1; doesn't meet spacing requirements
 - Capacity remains low compared to other alternatives
 - Impacts CARL properties, and
 - Does not meet the need for the project since it attracts less than 50K trips away from the two existing bridges.
 - ***It was recommended both Alternatives be eliminated.***
- *Alternative 2A/2D Comparison*
 - Alternative 2D operationally does not meet purpose and need (with lowest capacity); impacts community the worst of all of the Alternatives; and doesn't promote regional connectivity with jog
 - ***It was recommended Alternative 2D be eliminated.***

Alternatives Recommended for DEIS

- No Build
- Build Alternatives
 - Alternative 6A
 - Alternative 1C
 - Alternative 2A

Committee Questions and Comments: Mr. Flora asked if anyone had questions or comments regarding the proposed Alternative recommendations

1. Why are Alternatives 2A and 2D so different that one would be eliminated and the other selected for further study? – Although both provide the same river crossing and connection to U.S. 1, they take different routes from West Virginia Drive to the river. Alternative 2A provides a direct eastward route from West Virginia Drive, while Alternative 2D incorporates two signalized turns with weaving and required using Floresta Drive. Floresta Drive would also require widening to six-lanes.
2. What was the outcome of the meeting with ARC representative? – The ARC representative seemed to understand the need for the project, and concurred that the avoidance alternative was a requirement that had to be evaluated and compared. It was recommended that a Preferred Alternative be selected after the public hearing. It would be that Alternative that would be presented to ARC.

3. It seems that Alternative 6A is being considered only because it avoids CARL lands. Why wouldn't it be preferred over other alternatives that require CARL taking? – First, if an Alternative through the CARL areas is selected as the preferred, it will probably be an easement versus acquisition so no takings would be involved. Second, it is premature to second-guess the ARC process when we have the NEPA process to get through first. Third, the NEPA process includes the stringent Federal Section 4(f) process, which was designed to protect parks, recreation areas, historic sites, and refuges.
4. Will all the parks be lumped together for Section 4(f)? – No, each potential Section 4(f) resource, whether it's a recreational park or a "refuge" park will be evaluated independently.
5. Were the citizens surveyed at the recent public workshop? – No, a survey was not conducted. It was requested of the attendees, however, to indicate on the comment forms which Alternative they liked the best, or indicate which Alternative they liked the least if they had one.
6. Will these comments be available for review? Yes, verbal comments were summarized by the staff in attendance at the workshop and from phone calls received before/after the meeting, and will become part of the project record.
7. Were there any other comments besides the 85 written submitted? Yes, there were 85 forms submitted, but many forms had multiple comments. There were over 230 written comments. Plus, there verbal comments shared with staff or City representatives.
8. How were the residents notified? – Residents were primarily notified by mail; those living within, and at times beyond, 300 feet of the right-of-way line of each alternative were sent letters.
9. What if Alternative 6B were shifted north of Liberty Medical beside the pond then west to connect with Savanna Club Road? – It would not be feasible to design the roadway geometry in this small area. The curves would be so tight that the speeds would have to be greatly reduced.
10. What is the standard design speed? – 45 mph for the mainline and bridge.
11. Are you still accepting written comments on the Corridor Report? – Yes.
12. Wetland impacts appear less for Alternative 6B, yet this one was eliminated? – There are many issues in addition to wetland impacts that were considered. A discussion ensued regarding the direct impacts due to the bridge piers that would require less than 0.5 acres for each alternative. The original wetland impacts defined in the Corridor Report were calculated as though fill were placed within the entire right-of-way; these numbers are more representative of the indirect impacts due to shading. This alternative was eliminated for primarily two reasons: one, for the relocation of about 14 fixed-income residences and the lack of connectivity to U.S. 1.
13. Why doesn't the traffic work well for the northern alternatives? – These alternatives provide less attractiveness because of their increased distance from the main east-west regional route...The further north the alternatives are located, drivers are less likely to go out of their way to take the new bridge. The ideal design would attract about 50,000 vehicle trips. Alternative 2A attracts the greatest number of vehicles, while Alternative 6A attracts the fewest.
14. Will the new Martin County road be connected to PSLB? – No. The new river crossing is another parallel east-west road south of the existing Palm Bay Bridge connecting Palm City and Stuart.
15. It appears that Alternative 6B or 1F should be considered as the wetland minimization alternative. – Perhaps, but still considered non-viable for social and transportation reasons
16. Does Savanna Club Road connect to Lennard Road? – Yes, and it is due to that connection that affords Alternative 6A regional connectivity.
17. Are the improvements proposed by the County included in the modeling? – Yes.
18. Is Alternative 6A viable? – Yes, but it does not really perform to the level it should in providing as an attractive traffic route, therefore, not effectively relieving the traffic pressures on both Port St. Lucie

Boulevard and on Prima Vista Boulevard.

19. Will stormwater detention/retention be incorporated into the preliminary design for the DEIS? – Yes.
20. It might be a good time to start thinking about mitigation options, as some parcels may not be available in the future. The following is a summary of questions/comments raised for further deliberation.
 - a. Has this been discussed with the City?
 - b. Although it may be premature for ACE/EPA, they agreed that they would participate in early discussions via the Core Committee.
 - c. The 100-year floodplain is an exclusion area for mitigation banking.
 - d. Would the agencies start thinking about potential needs/opportunities for other mitigation? – Yes.
 - e. The old oxbows would be one potential need for mitigation options.
 - f. All agencies interested in mitigation agreed that it's time to reconvene the Core Committee – perhaps in the next 4 to 6 weeks. This would include: ACE, SFWMD, EPA, FDEP/Parks & CAMA, and NMFS.
 - g. SFWMD recently issued a permit for Platt Creek mitigation bank, yet the County hasn't done anything with this site to date. Can the City work with the County to explore this as an option?
 - h. Although onsite mitigation is preferred, ACE would consider Platt's Creek as viable offsite mitigation.
 - i. What about acquiring the back half of the 7th Day Adventist property?
 - j. Note that most of the City is above 7.5 feet, that is the 100-year floodplain.
 - k. Must also consider ecological gain (lift). Existing preserved lands typically provide minimal ecological lift under the new functional assessment methodology because they are probably already in good biological condition and under an existing management plan. It is likely that the City will need to acquire additional property and develop a mitigation plan to fully offset the proposed functional losses.

Suggestions:

1. Estimate the secondary impacts associated with each alternative (i.e., indirect impacts that are not associated with the footprint of the actual bridge from shading, construction impacts, potential impacts to wildlife species, etc.)
2. Try to identify the location of any future stormwater management facilities (ponds, swales, etc.)

Mr. Davis agreed a Core Committee Meeting would be set up in four to six weeks to address these items.

Mr. Flora concluded the meeting by outlining the next steps of the Study and stated that it would be in November when the two advisory groups would reconvene to review the findings outline in the DEIS.

The EAC Meeting adjourned at 4:00 PM.

Submitted by: Debbie Wolfe and John Flora
PD&E Services, Keith and Schnars, P.A.

Distribution: All Members
Project File

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

City of Port St. Lucie
Third East-West River Crossing PD&E Study
Review Public Meeting
March 23, 2005
4:00 PM – 7:30 PM

LOCATION: Port St. Lucie Community Center
2194 SE Airoso Boulevard
Port St. Lucie, Florida

PURPOSE: The purpose of the Public Kickoff meeting was to provide the public with the opportunity to review information about the City of Port St. Lucie's *Third East-West River Crossing PD&E Study*.

SUMMARY OF MEETING:

Approximately 235 property owners and interested parties gathered at the Port St. Lucie Community Center on March 23, 2005 to for a public meeting to review findings regarding the Third East-West River Crossing Project Development and Environment (PD&E) Study. Conducted in an "open-house" format, the meeting provided the opportunity for area residents and interested parties to speak directly with project representatives from the City and from the consulting firm

The method of invitation for the meeting included a meeting announcement letter and flyer mailing to approximately 4000 property owners and interested parties. A public service news release was also distributed to the local media. The meeting was scheduled from 4:00 pm to 7:30 pm. Formal presentations were conducted at 4:30 pm and at 6:00 pm. Informational items on display included:

- Project location map
- Aerial maps of the study area
- The study process
- Alternatives displays
- Alternatives Impact Matrices
- Current and projected traffic counts
- Project newsletter

Attendees were encouraged to share their thoughts, opinions, and suggestions. Each individual was provided the opportunity to speak directly with project and city representatives and to complete comment forms. These comment forms were included with the workshop handouts and were also available at a "comments table".

Each comment form included the project public involvement mailing address, and project hotline. The comment forms also provided the opportunity for attendees not already on the mailing list to be added to the project mailing list. A total of 85 completed comment forms were turned in at the meeting. Many attendees expressed intentions to send their written comments by fax or by regular mail at a later date.

The most common verbal and written comments regarding the study area were associated with potential residential impacts of the various alternatives. Many residents from the La Buona Vita Community, Hidden River Estates, and Walters Terrace were present and expressed opposition against alternatives that impact their respective communities. The general consensus among attendees was that a third river crossing is needed.

City of Port St. Lucie
Third East-West River Crossing PD&E Study
Public Meeting
March 23, 2005
4:00 PM – 7:30 PM

WRITTEN AND VERBAL COMMENTS SUMMARY

A brief summary of the comments, both written and provided to the project representatives are provided below.

TOTAL <i>WRITTEN</i> COMMENTS FORMS	85	100%
Total Number of comments from individuals	85	100%
Total Number of comment forms from Community Interest Organizations	0	100%
In Favor of a Third East-West River Crossing	47	55.3%
In Favor of Alternative 1C	23	27.1%
Alternative 1F	2	2.4%
Alternative 2A	9	10.6%
Alternative 2D	4	4.7%
Alternative 6A	3	3.5%
Alternative 6B	4	4.7%
Alternative 6C	1	1.2%
Any Alternative	1	1.2%
Opposed to at least 1 Alternative	80	90.4%
Opposed to Alternative 1C	2	2.4%
Alternative 1F	1	1.2%
Alternative 2A	9	10.6%
Alternative 2D	9	10.6%
Alternative 6A	24	28.2%
Alternative 6B	13	15.3%
Alternative 6C	19	22.4%
All Alternatives	3	3.5%
Hidden River Estates Residents	12	14.1%
La Buona Vita Residents	11	2.9%
Residential Impacts	26	30.6%
Environmental Concerns	19	22.4%
Noise	4	4.7%
Traffic	6	7.1%
General	9	10.6%
Safety/Security	4	4.7%
Limit Growth	4	4.7%
Decide Soon	3	3.5%
Bridge Height?	2	2.4%

VERBAL COMMENTS:

The items listed below summarize additional comments, questions and statements that were made directly to the project representatives/consultants during the workshop:

OPPOSITION TO SPECIFIC ALTERNATIVES

- Some attendees expressed opposition expressed to the Walter's Terrace Alternative (2A) by Walter's Terrace residents. It was also noted that the Walter's Terrace alignment was close to Floresta Elementary School
- A number of people expressed opposition to Alternative 1C due to its having the greatest number of environmental impacts.
- Residents of the La Buona Vita expressed their opposition to Alternatives that impacted their Community
- Individuals from unincorporated St. Lucie Count expressed opposition to Alternative 6A

IMPACTS TO RESIDENTIAL PROPERTIES

- A number of people were concerned that their homes would be impacted by one or more of the current alternatives. The greatest concerns appeared to be expressed by residents of the La Buona Vita Community, Hidden River Estates, and residents that live on Walters Terrace.

PREFERRED ALTERNATIVES

- Numerous people preferred the Walter's Terrace alternative (2A) because it is the most direct route and provided direct connection with Walton Road as well as the future downtown St. Lucie area.

BUFFERS

- Some individuals questions expressed concern that adequate buffering was going to be provided if the proposed buffer design is used. However, these attendees complimented the City in providing ample width for buffering.

NEED FOR A NEW BRIDGE

- There was a general consensus that current congestion on the existing east-west river crossings is undesirable and a remedy is needed.
- Some individuals questioned the need for the bridge at all and others questioned the need given the projected impacts of a new bridge.
- A number of individuals asked why the City would be building a six lane road that would intersect with a two-laned Floresta Drive.

NUMBER OF LANES

- There were numerous people who voiced opposition to six-laning the corridor.

ENVIRONMENTAL MPACTS

- There were a few meeting attendees who voiced that they desire no disturbance to the river whatsoever even if the City must 'halt' the growth citywide to stop the pressure driving this project.
- Some attendees felt that the needs of the human community outweigh the needs of turtles and other wildlife.

SAFTEY

- At least one individual expressed considerable concern about the safety issues for children if a pedestrian bridge is not provided for West Virginia Drive. She indicated she would bring it to the attention of the Floresta Elementary PTA.

STUDY PROCESS AND SCHEDULING

- There were a number of individuals who expressed concern regarding the length of time for final selection of
- A number of residents not challenge the need for the bridge but did express utter regarding not being able to plan for what to do with their homes if they fell within the impacted area of the alignments. (These same people had little concern over the ability to manage the environmental impacts.)

ROADWAY SYSTEM

- Questions arose regarding what will happen at the easterly connection at US-1 relative to the streets that alternative river crossing corridors aligning with. This mostly applied to Alternatives 2A and 1C.

OTHER ALTERNATIVES

- A few attendees expressed that the need for an additional north/south corridor was greater than that for an east/west corridor
- Several individuals stated that a view that a bridge at Becker Road would be better than at West Virginia corridor crossing.
- At least one individual stated that widening the two existing bridges and improving Floresta Drive still has merit.

RECORD OF MEETING

Third East-West River Crossing PD&E Study

EAC Meeting

March 8, 2005

2:00 – 4:00 P.M.

Port St. Lucie Community Center
2195 SE Airoso Boulevard, Port St. Lucie, Florida

Attendees:

Name	Company/Agency	Telephone No.	E-mail
John Wrublik	USFWS	772-562-3509	john.wrublik@fws.gov
Brodie Rich	USCG	305-415-6736	brich@d7.uscg.mil
Victoria Foster	USEPA	561-616-8878	foster.Victoria@epa.gov
Danny Riley	FDEP/CAMA	850-245-2094	danny.riley@dep.state.fl.us
Laura Herren	FDEP/CAMA	772-873-6590	laura.herren@dep.state.fl.us
Albert Gregory	FDEP/Recreation and Parks	850-245-3051	albert.Gregory@dep.state.fl.us
George Jones	FDEP/Recreation and Parks	772-546-0900	george.jones@dep.state.fl.us
Ernest Cowan	FDEP/Recreation and Parks	772-546-0900	ernest.cowan@dep.state.fl.us
Greg Kaufman	FDEP/Recreation and Parks	772-340-7530	greg.kaufmann@dep.state.fl.us
Daniel Griffin	FDEP/Recreation and Parks	772-340-7530	daniel.griffin@dep.state.fl.us
Richard Brust	FFWCC	772-778-5094	rick.brust@myfwc.com
David Foote	SFWMD	561-682-2686	dfoote@sfwmd.gov
Harold Phillips	St. Lucie Audubon Society	772-879-2669	kiwihowick@adelphia.net
Al Parmentier	St. Lucie Audubon Society	772-489-6176	force8@earthlink.net
Walter England	City of Port St. Lucie	772-871-5175	waltere@cityofpsl.com
Patricia Roebeling	City of Port St. Lucie	772-871-5175	patriciar@cityofpsl.com
Roberta Richards	City of Port St. Lucie	772-871-5175	rrichards@cityofpsl.com
Beatriz Caicedo-Maddison	FDOT District 4	954-777-4336	beatriz.caicedo@dot.state.fl.us
Tanzer Kalayci	Keith and Schnars P.A.	954-776-1616	tkalayci@keithandschnars.com
Michael Davis	Keith and Schnars P.A.	954-776-1616	mdavis@keithandschnars.com
John Flora	Keith and Schnars P.A.	407-834-1616	jflora@keithandschnars.com
Derek Hudson	Keith and Schnars P.A.	407-834-1616	dhudson@keithandschnars.com
Vicki Smith	Keith and Schnars P.A.	407-834-1616	vsmith@keithandschnars.com
Kris Stewart	Keith and Schnars P.A.	954-776-1616	kstewart@keithandschnars.com
Debbie Wolfe	Keith and Schnars P.A.	407-834-1616	dwolfe@keithandschnars.com
Stefan Matthes	Culpepper & Terpening, Inc.	772-464-3537	smatthes@ct-eng.com

Meeting Purpose:

The purpose of the meeting was to review the *Corridor Report* (January 2005), which included a review of the need for the project based on traffic models and growth trends since the 1980s. The meeting also reviewed the alternative alignments considered thus far in the study process, along with an impacts analysis based on transportation, social, environmental, and cost issues.

Presentation:

Review of Corridor Report

The format of the *Corridor Report* and information documented in each section of the report were summarized. The purpose of the *Corridor Report* is to provide detailed documented corridor and alternative alignment

information, to establish confirmation of the corridor, and to inform the selection of alternatives for further evaluation in the Draft Environmental Impact Statement (DEIS).

Purpose and Need for the Project

The population growth trends since 1980 were reviewed, noting that the population of the City of Port St. Lucie is anticipated to be nearly 350,000 by 2025. In addition to historical growth, numerous approved and proposed Developments of Regional Impact (DRIs) account for much of the population growth, east and west of I-95. The 2003 traffic conditions and sub-area model refinements were described.

Selecting a Corridor

The study process and brief review of the corridor analysis were given. The 2014, 2024, and 2034 traffic projections for the corridors were discussed, concluding that the West Virginia Drive Corridor is a needed Third East-West connection.

Selecting Alternatives

The alternatives analysis was reviewed and the reason why some alternatives were eliminated from further evaluation was explained.

Alternatives Traffic Analysis

The 2014, 2024, and 2034 traffic projections for the alternatives were discussed.

Social Issues

The social issues were discussed for each alternative, including residential, commercial, and community facility issues. The revised Alternatives Evaluation Matrix from the *Corridor Report*, and the Alternatives Comparison Analysis table, both provided as a handout to the attendees, were referenced. The latter table presents a matrix of how each alternative impacts the social environment.

Environment Issues

The status of work performed and methodology were reviewed. The results of habitat classification and listed species were discussed. The wetland and upland habitats were compared for each alternative.

ROW & Construction Costs

The ROW and construction costs were compared for each alternative.

Meeting Summary:

The next steps include incorporation of comments received during/after this meeting, a public meeting scheduled for March 23rd, then another EAC/TAC meeting in April. These discussions should help assist with the next screening phase - to determine which alternatives should be selected for further evaluation in the DEIS.

Committee Questions and Comments:

Corridors

1. Is it possible that the third bridge might fail before 2025/2034, and might the widening of existing bridges be a better option? – The alternatives analyses show that the third bridge crossing at any of the alternatives presented does not fail in 2024 or 2034. The analysis shows that widening the existing bridges does not provide adequate capacity by 2024.
2. Why was the Southern Bridge analysis to 2025 not 2034? – One of the existing bridges would have already failed by 2025, therefore no reason for further analysis.
3. Have you explored bridge crossing combinations? – Yes, each southern crossing was evaluated with the existing bridges and with the addition of the third crossing.

Alternatives

1. Why does U.S. 1 fail with Alternative 2A worse than other alternatives? – The failure shown is the result of intersection deficiencies, not the lanes provided on U.S.1. Once an alternative is selected, further refinements will address the needed intersection modifications.
2. Were the streets east of U.S. 1 analyzed? – Walton Road has not been analyzed at this time, but will be during further refinement if the crossing alternative 1C or 2A is advanced for further study.
3. How have private property owners been contacted and responded to proposed project? Property owners have been notified of this project through newsletters, public notice, advisory committees, and a web page. The project has been an active city project and in the spotlight for over 10 years.
4. Why was Alternative 6C created? – To avoid going through an existing residential development and provide better signalized intersection spacing along U.S. 1.
5. Would the conservation area have to undergo a land use change? – No, this will become a linear facility and as such is an acceptable land use.
6. Why Alternative 6A? – This alternative was suggested for consideration by FDEP since it avoids the CARL lands.
7. How do the models predict western growth? – The western development will provide employment and shopping but will not absorb all of those trip purposes leaving the remaining trips to head down I-95 or east through the city to U.S. 1.
8. Will the projected population still have sufficient natural resources given the growth in population? – Yes
9. Wild & Scenic River permit situation? - Once we have refined the alternatives to be further evaluated in the DEIS, we will submit conceptual ROW plans to NPS as initial coordination.
10. When do you plan to go to ARC? – We have scheduled our first preliminary meetings with State Lands on March 18th 2005. Once we have a better understanding of the processes, we will then determine when it's appropriate to go to ARC.
11. Can the alignments be tweaked later? – Yes, during further refinement, items such as lane widths, median widths, etc. can be adjusted as needed.
12. Are pedestrian/bicycle facilities included? – Yes, with special accommodations via a multi-use path as well as bike lanes within the roadway along the sides of the travel lanes.

The EAC Meeting adjourned at 4:00 PM.

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

Debbie Wolfe
Project Manager, PD&E Services
Keith and Schnars, P.A.

Distribution: All Attendees
Project File

Members Absent:

Nahir DeTizio	FHWA	850-942-9650	nahir.detizo@fhwa.dot.gov
John Studt	USACE	561-472-3532	john.f.studt@saj02.usace.army.mil
Tori White	USACE	561-472-3517	tori.white@saj02.usace.army.mil
Brad Rieck	USFWS	772-562-3909	brad_rieck@fws.gov
Andy Eller	USFWS	772-562-3909	andy_eller@fws.gov
Danny Jones	FDEP/Recr. and Parks	772-546-0900	daniel.r.jones@dep.state.fl.us
Sylvia Cohen	FDEP		Sylvia.cohen@dep.state.fl.us
Bruce Offord	FDEP/Mobile Sources	561-681-6630	bruce.offord@dep.state.fl.us
Ken Berk	FDEP	904-461-4054	kenberk@bellsouth.net
Sally Mann	FDEP/CAMA	850-245-2163	sally.mann@dep.state.fl.us
Steve Lau	FFWCC	772-777-5094	steve.lau@fwc.state.fl.us
Ann Forstchen	FFWCC	727-896-8626	ann.forstchen@fwc.state.fl.us
Don Medelin	SFWMD	561-686-8800	dmedelli@sfwmd.gov
John Meyers	SFWMD	561-686-6673	jmeyer@sfwmd.gov
Karen Smith	SFWMD	800-250-4100	klsmith@sfwmd.gov
Mindy Parrott	SFWMD	305-348-2054	mparrott@sfwmd.gov
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Vanessa Bessey	St. Lucie County	772-462-1685	besseyv@stlucieco.gov
Anna Smith	St. Lucie County		smitha@stlucieco.gov
Bob Bangert	Conservation Alliance	772-465-0196	bangert@digital.net
Dennis Gates	St. Lucie Audubon Society	772-878-2101	
Kay Gates	Sierra Club, Florida Chapter	561-742-9219	johnkay@mindspring.com
Kevin Henderson	The St. Lucie River Initiative	772-223-1005	egreen@gate.net
Norm Neuberger	Sierra Club	772-873-4520	normneuberger@cs.com
Kevin Stinnette	Indian Riverkeepers	772-336-7284	irkeeper@gate.net
Shawnee Biermat	Florida Native Plant Society	772-287-7677	wilddesign1@juno.com
Matthew Goff	Ecological Associates, Inc.	772-334-3729	mgoff1@bellsouth.net
Ed Colon	Keith and Schnars P.A.	407-834-1616	ecolon@keithandschnars.com
Melissa Karlin	Keith and Schnars P.A.	954-776-1616	mkarlin@keithandschnars.com

RECORD OF MEETING

Third East-West Corridor Studies

Monthly Status Meeting

February 16, 2005

9:30 A.M.

Port St. Lucie City Hall, Engineering Conference Room

ATTENDEES

Name	Company	Telephone No.	E-mail
Beatriz Caicedo	FDOT, District 4	954-486-4336	beatriz.caicedo@dot.state.fl.us
Don Cooper	City of PSL	772-871-5175	donc@cityofpsl.com
Walter England	City of PSL	772-871-5175	waltere@cityofpsl.com
Bobbie Richards	City of PSL	772-871-5175	brichards@cityofpsl.com
Patricia Roebling	City of PSL	772-871-5174	patriciar@cityofpsl.com
Michael Davis	Keith and Schnars, P.A.	954-776-1616	mdavis@keithandschnars.com
Vicki Smith	Keith and Schnars, P.A.	407-834-1616	ysmith@keithandschnars.com
John Flora	Keith and Schnars, P.A.	407-834-1616	jflora@keithandschnars.com
Gary Basham	Culpepper & Terpening, Inc.	772-464-3537	gbasham@ct-eng.com

Meeting Purpose:

Progress reporting on the six project studies being performed by Keith and Schnars, P.A. and Culpepper – Terpening in the City of PSL (Third East-West River Crossing; W.Va/I-95 IJR; West Va. Corridor; Becker Road/I-95 IJR, the Becker/I-95 Interchange PD&E, and the W.Va/I-95 Interchange PD&E).

Meeting Summary

1. Transportation Group Meeting Summary

Mr. England started the meeting by provided an overview of the Transportation Group Meeting held Friday, February 11, 2005. He stated that Mr. Cooper was now the designated Project Manager for all of the West Virginia Drive Projects. He explained that he was not sure how this would change Keith and Schnars' communications to the City about the projects, but until future notice, Keith and Schnars should copy Mr. Cooper on everything.

2. West Virginia Corridor

Ms. Roebling stated she wanted one more opportunity to go through the report. She stated she has the material but just needed to schedule a time for her review. She stated she would make her review on Thursday, February 17th and prepare a letter for Mr. Cooper.

Mr. Davis inquired to whether the City would want a public presentation on the entire "Master Plan" of all the transportation improvements.

Mr. England said it was not necessary. He said Mr. Cooper was going to be hiring a Public Relations Company to do a media blitz for the election and bond issues.

3. DEIS/PD&E

Class of Action

Ms. Caicedo reported that the Class of Action Report had been forwarded to FHWA for their review over five months ago, and she said she still has not heard back yet. She stated she would follow up with Ms. Mendoza.

Corridor Report

Ms. Smith stated the report had been prepared and distributed to all TAC and EAC Members. She explained the review process that would take place over the next two months. She noted that there will be a meeting with the TAC and EAC on March 8th; a public workshop on March 23rd; and a follow up meeting with the TAC and EAC in April.

Ms. Smith reiterated the objective in this review process is to come out with the agreement to take two or possibly three bridge crossing options into the DEIS. She stated, a letter of agreement from DEP, the Corp., and the Water Management District might be the type of binding agreement.

Ms. Caicedo suggested all members be telephoned to remind them of the meeting a few days prior to March 8th.

Ms. Caicedo also stated she could not convey FDOT support of the project unless the items in the Douglas O'Hara Memorandum dated January 27, 2005 had been successfully addressed.

Ms. Smith noted that Andre Groenhoff had already begun addressing the items.

Mr. England requested copies of the Third East West Corridor Report be sent to Mr. Pruitt and Ms. Gayle Harrell after the March 8th meeting.

4. West Virginia and Becker Road IJR's

Ms. Smith provided an up date on the status of the two IJR's. She stated that Mr. De Primo conveyed any advance purchase of right of way for the interchange would not be relevant to the PD&E process.

Mr. England requested for Ms. Smith to get that in writing from Mr. De Primo.

Ms. Smith submitted two copies each of the AN packages (W.Va./I-95 and Becker Rd./I-95 Interchanges) to Ms. Caicedo for the FDOT review. She explained that the Department would need to provide a quick turn around time for the review.

Ms. Caicedo agreed to have her comments submitted no later than Friday, February 18th.

Mr. Cooper arrived at 11:30 AM.

Mr. Cooper gave an overview of the upcoming election and bonds. He stated the election would be in late May or early June. He explained the first bond issuance would be for \$50 million and would cover the construction of the Turnpike Bridge, the design for I-95/W.Va., and the design for Sections 2 and 4. He further explained, the second bond issuance would be for the design of West Virginia west of I-95.

Ms. Smith gave a recap of what was discussed in the previous two hours.

Ms. Smith noted one of the questions that came up was what needed to be done as far as getting sign off on the Corridor Project for final payment. She asked if it needed to go before Council.

Mr. Cooper said that it was not a Council issue; all he needed was a letter from Walter or his staff.

Ms. Smith also inquired to whether the next newsletter should be mailed City-wide.

Mr. Cooper stated that he did want it mailed City-wide.

Mr. England stated to include the Savannahs and the Savannah Club residents.

Mr. Cooper referenced the meeting with the Lake Charles residents. He stated that what they were asking for was not that unreasonable. He stated that we can leave the berm and augment the existing plantings with hostile plant material. He noted the construction of a wall was out of the question due to its cost. He suggested the Study Team explore a quiet asphalt for those sections between I-95 and the Turnpike.

Meeting Follow-up Action Items

1. **Ms. Caicedo** will provide Ms. Smith her comments regarding the two interchange AN packages by February 18th.
2. **Ms. Caicedo** will follow up with Ms. Mendoza on the Class of Action.
3. **Ms. Roebing** will finalize her review of the Corridor Project and forward a letter to Mr. Cooper.
4. **Ms. Smith** to request a letter from Mr. De Primo regarding the advance right of way purchase with respect to the PD&E process.

Up-coming meetings

February 28th DIRC meeting at District 4

March 8th TAC/EAC Meeting

March 9th I-95 Interchanges public meeting

March 23rd DEIS public meeting for corridor and alternatives selection

December Progress Meeting: TBD

The meeting was adjourned at 1:40 P.M.

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

John Flora, R.A., AICP

Assistant Director, Project Development and Environment Services

Keith and Schnars, P.A.

Distribution: All Attendees
Project File

Ksaltz/17125.01/Project Management/February 16.05 Monthly Status mtg



SUMMARY
WEST VIRGINIA DRIVE CORRIDOR STUDY
Citizens Discussion Group Meeting
Thursday, January 26, 2005
6:00 P.M.

Location: Conference Room B
Port St. Lucie Community Center
2195 Airoso Boulevard, Port St. Lucie Florida

Purpose: This was the first meeting of the Citizens Discussion Group (CDG) for the West Virginia Corridor Study. Keith and Schnars, P.A. presented a summary of the project's status and initiated dialogue with attendees concerning typical sections, and design concepts for color schemes for mast arms, lighting, and pavement treatments.

CORRIDOR CDG MEMBERS PRESENT:

David Kaplan	Dennis Gates	Theresa Specht
Theresa Jones	Hal Horn	W.E. Bachman

RIVER CROSSING CDG MEMBERS PRESENT:

George Hehner	Thomas Lodomirak	Bob Bailey
Kingsley Bigby	William Paterson	

OTHERS PRESENT:

Charles Cutler	Mary Ness	Charles Altwein
Dennis Petrinis		

CITY OF PORT ST. LUCIE STAFF PRESENT:

Patricia Roebling	Bobbie Richards	Walter England
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Keith and Schnars, P.A. Staff

Vicki Smith	Bruce Reed	Kim Giles
John Flora	Derek Hudson	

Meeting Introduction:

Ms. Vicki Smith, Project Manager for Keith and Schnars, called the meeting to order at 6:05 p.m. Ms. Smith outlined the study area as being West Virginia Drive, from I-95 to Floresta Drive, with the main goal of widening the facility to accommodate the growing community needs. Ms. Smith reviewed the different projects that are being done in the Corridor.

Citizens Discussion Group (CDG) Roles and Responsibilities:

Ms. Vicki Smith explained that the function of the CDG is to provide citizens' input regarding the project, and that this meeting will be followed by a presentation to City Council in February where the Committees recommendations will be outlined. Ms. Smith explained, at tonight's meeting, the Committee was being asked to specifically review and make recommendations on included:



West Virginia Drive Public Involvement Office c/o Keith and Schnars, P.A.
385 CenterPointe Circle, Suite 1303, Altamonte Springs 32701
Phone 407/834-1616 (Toll Free 888/797-1616) Fax 407/834-8530



Z:\West Virginia Corridor Study\Public Involvement\17125.03\Citizen Discussion Groups\Jan 26, 05 CDG Summary

Other Issues:

Turnpike Access

Mr. Kaplan inquired to why there were not, at least, Sun Pass slip ramps being provided at the Turnpike bridge.

Ms. Roebbling explained the City had extensively explored access to the Turnpike with the Turnpike Authority. She noted that it was, in part, their concern that the service plaza just north of the bridge might lose business to the exit. It was the Turnpike Authority's to not provide for any access at this time but to reserve the right in the future.

Mr. England stated that the bridge had been designed to easily accommodate the ramps in the future.

The **Committee Members** agreed that it was in the best interest of the City for the Members and residents continue to lobby the Turnpike Authority for access at West Virginia Drive.

Stormwater/Drainage

Mr. Altwein inquired about how stormwater and drainage treatment was being handled.

Ms. Smith explained a master plan for the entire corridor had been developed. She was to provide Mr. Altwein a copy of the report.

Bicycle Lanes

Mr. Petrinis inquired about the bicycle facilities and expressed concern about the poor bicycling condition throughout the City.

Ms. Smith explained that there were two types of facilities being included; a five foot stripped (designated) bike lane along the roadway travel lanes for the more experienced riders; and the 12 foot wide multi-use path through the linear parks for the novice users.

Illuminated Signage

Mr. Ladomirak suggested the City consider using illuminated street signage at the major intersections. He also noted they could have solar powered back up in the event of a city-wide power outage.

Committee Recommendations:

- Light poles and Mast Arms: Dark Green
- Pavers and Crosswalks: Terra Cotta, Boca Pink, Coral
- Paver Pattern: Simple Square Grid

Adjournment:

The meeting was adjourned at 7:20 PM

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

John Flora, R.A., AICP
Assistant Director, Project Development and Environment Services
Keith and Schnars, P.A.

Distribution: All Attendees
Project File

have in the project study process. He further explained that the northern alignment alternatives were identified in recent months as a result of the Department of Environmental Protection's (DEP) desire to avoid crossing CARL property owned by the State. Mr. Flora described the impacts of each of the current alternatives including a focus on the possible impacts that Alternative 6A and Alternative 6B would have on the La Buona Vita community. Alternative 6A impacts the northern section of the La Buona Vita community and would result in the acquisition of homes on Natalie Drive. Alternative 6B impacts the southern area of the neighborhood and would result in the acquisition of homes on Florence Drive.

A comment/question and answer period followed Mr. Flora's presentation.

Comment: I am getting the impression that it is easier to displace families than to take displaced CARL lands. (Attendees responded with applause). La Buona Vita is not a trailer park but a cohesive family of manufactured home owners. It is one of the top communities of its type in Southeast Florida. Therefore, neighbors stick together even to the point of helping each other with lawyers' fees. Also, we are not within the city limits of Port St. Lucie.

Mr. Tom Daily: Vicki Smith, the Keith and Schnars project manager has acknowledged that 189 senior citizens is in fact a strong lobby.

Mr. Daily went on to read aloud and verbatim, a letter from City of Port St. Lucie Mayor Minsky. In the letter, Mayor Minsky expressed that the City's opposition to a northern river crossing alignment. (Attendees applauded).

Mr. Dale Miller: Mr. Miller stated that he resides on Barb Ann Lane. He explained that his receipt of the notice for this meeting was his first notification of this developing situation with the northern alternative river crossings. He then handed a copy of his typewritten comments to Walter England (City of Port St. Lucie), John Flora (Keith and Schnars), and Derek Hudson, (Keith and Schnars). Mr. Miller then read his comments aloud to attendees. After presenting his written comments, Mr. Miller emphasized his support of Alternative 1C as the preferred alternatives.

Mr. Dale Miller: Why did the City sell the CARL lands to the DEP and how can La Buona Vita be so impacted by the City when La Buona Vita is not even a part of the City of Port St. Lucie? No one would have purchased homes in La Buona Vita if this had been communicated 20 years ago.

Response: Mr. Flora responded by explaining the some of the alignments indicated in the meeting announcement flyer have been eliminated since the flyer was mailed. He reminded attendees that the City has expressed opposition to the northern alignments. He also pointed out the transportation problems is a regional issue, not just an issue inside the city limits.

Mr. Dale Miller: At the project website I read that the City took it upon itself to do this: The alternatives are there. If the City can promise that Alternatives 6A and 6B are the only options, I'm gone.

Walter England: The first study search for place to cross the river was done in 1989. Ultimately the City decided to that it liked a West Virginia Drive alignment for the crossing. At the time, the current CARL land was already in the Trust for Public Lands but was owned by General Development. Since the Trust for Public Lands was unable to pay General Development. Since the Trust for Public Lands was unable to pay for the property, the City of Port St. Lucie acquired the property. Realizing the need

to build some 175 miles of roadway and not having the funds to do so, the City sold the property to DEP. Only West Virginia Drive has some semblance of running eastward and westward across the City to U.S. 1. The City had, at that point in time, selected a West Virginia alignment as the preference. A total of \$ 1.1 million has come from the federal government to do the current study. Another \$ 20 million came from the state of Florida for a new bridge. Because of the funding sources, the City, explained Mr. England, must go through the current study process.

Mr. England described the meeting process involving the various governmental agencies such as the DEP, the U.S. Coast Guard and others associated with a PD&E Study. He further explained that Alternative 6A and Alternative 6B were created because the DEP wants the CARL lands to be avoided. The City owns a piece of land which could be used for Alternatives 6A and 6B. As part of the study process, the input of La Buona Vita residents is needed to create documentation regarding social impacts, etc. An Environmental Impact Statement (EIS) has to be done and approved before there can be a new bridge.

Mr. England explained that the stretch of roadway from I-95 to Floresta Drive is the part of the West Virginia corridor that the City is paying for so that people who live adjacent to the corridor will not have to be in limbo regarding the sell of their homes, relocation, etc. That is, this part was de-federalized so that it could be done more reasonably in terms of impacts to property owners. By de-federalizing, the city has already purchased some 270 of 474 needed properties at a cost of over \$20 million.

Carol Richalter: If we are not going to displace a turtle that you can pick up and move or a tree that you can dig up and move, then why displace people from La Buona Vita? There is no place like this on the Treasure Coast.

Question: A gentleman acknowledged his not being a resident of La Buona Vita and commented that at a public meeting one year ago, only two alignments were indicated. Surely Walton Road is the only choice. Is that alignment still on the table?

John Flora: The Original Walters Terrace alignment is basically unchanged.

Question: When will the study be completed? Will there be opportunities to speak?

John Flora: The length of the study is 36 months. A decision-making meeting will probably be held in late summer (2004). This meeting will be held to select a preferred alternative. Next, more detailed analysis of the preferred alternative will take place. By late fall, 2004, a public hearing will be held which will be followed by federal review of findings. Two years from now the study should be complete.

Question: Why can't the alignment just go straight out to U.S. 1 without impacting La Buona Vita and why come into the Savannahs?

John Flora: There are spacing requirements and a new intersection could be created.

Comment: Village Green should be the way since the Savannahs entrance is really a private driveway.

Question: Why consider Alternative 6B since it would impact Liberty Medical, a large employer?

John Flora: Alternative 6B would have minimal impact on Liberty Medical Hospital. The County has approved some development in the area where a gopher tortoise at La Buona Vita reportedly has been sighted. Therefore, the gopher tortoise may have to be relocated.

Dale Miller: Is 6B dead?

John Flora: Not completely.

Tom Daily: As president of the Coop, Mr. Daily said that he had written a letter as soon as he found out about the new alternatives. He said he had spoken with attorneys at Render McClosky and they were not worried or panicked.

Comment: I am a former public official in this county. I hope that you are not humoring us by saying you are listening.

John Flora: No problem. We are listening.

Question: Is the time frame flexible for a new bridge given the current growth rate?

John Flora: It (the bridge) is needed now. If there is no bridge by 2007, the traffic (congestion) will become significantly worse.

Walter England: The midpoint to Floresta Drive has already failed in Level of Service (LOS) although the projection was for 2007. St. Lucie Boulevard is already at LOS F so that it is a parking lot or continuous stop and go traffic. Busier roads are already at LOS F. Growth is here. Mr. England added that he prefers a southern route.

Comment: This seems to be a city problem. So why keep approving building permits if you don't know where the people will drive?

John Flora: There are several issues. For example, some lots were plated a number of years ago so that the property owners have vested rights.

Comment: It seems that the issue of a new bridge is to get people to U.S. 1 so that they can get in line at U.S. 1. So why keep widening roads just to bring them back down to 2 lanes?

There were not further comments or questions. The attendees were encouraged to make written comments on the comment forms that were provided by the study team or to write letters expressing their opinions. Attendees were also reminded of the project website and the toll free project hotline.

The meeting adjourned at approximately 8:15 pm.

Attachments: Meeting flyer
Power-point presentation handout
Written comments c/o Mr. Dale Miller
Sample Written Comments Form

RECORD OF MEETING

Third East-West Corridor Studies

Monthly Status Meeting

November 18, 2004

9:30 A.M.

Port St. Lucie City Hall, Engineering Conference Room

ATTENDEES

Name	Company	Telephone No.	E-mail
Beatriz Caicedo	FDOT, District 4	954-486-4336	beatriz.caicedo@dot.state.fl.us
Walter England	City of PSL	772-871-5175	waltere@cityofpsl.com
Bobbie Richards	City of PSL	772-871-5175	brichards@cityofpsl.com
Patricia Roebling	City of PSL	772-871-5175	patriciar@cityofpsl.com
Tanzer Kalayci	Keith and Schnars, P.A.	954-776-1616	tkalayci@keithandschnars.com
Michael Davis	Keith and Schnars, P.A.	954-776-1616	mdavis@keithandschnars.com
Vicki Smith	Keith and Schnars, P.A.	407-834-1616	ysmith@keithandschnars.com
John Flora	Keith and Schnars, P.A.	407-834-1616	jflora@keithandschnars.com
Stef Matthes	Culpepper & Terpening, Inc.	772-464-3537	smatthes@ct-eng.com

Meeting Purpose:

Progress reporting on the four project studies being performed by Keith and Schnars, P.A. and Culpepper – Terpening in the City of PSL, Third East-West River Crossing; W. Va/I-95 IJR; West Va. Corridor; and the Becker Road/I-95 IJR.

Meeting Summary

1. West Virginia Corridor

Mr. England stated that he thought the reviews had been finalized and stated he would get the information upstairs so the project could be closed out.

Ms. Roebling stated she wanted one more opportunity to go through the report. She requested that she be provided with another set of all the documents. She outlined that Keith and Schnars would need to write a letter to Walter stating the contract had been fulfilled and that final payment is being requested.

Mr. Mathis and **Mr. Flora** stated they would have the project information to Ms. Roebling on Monday.

Ms. Roebling stated she would have her review done in time in order for the project to be taken to City Council on their January 10th meeting.

2. DEIS/PD&E

Class of Action

Ms. Caicedo reported that the Class of Action Report had been forwarded to FHWA for their review and comment, and she said Ms. Mendoza had been out on vacation so she had not heard anything. She stated she would follow up when Ms. Mendoza gets back.

Corridor Report

Mr. England stated he had reviewed the report and had submitted all his comments to Ms. Smith.

Ms. Smith stated all comments had been incorporated and she delivered two up-dated copies to the City. She also delivered three copies to Ms. Caicedo for the formal submittal to FDOT.

Ms. Smith outlined the next steps in getting the report to the agencies for their review and she inquired if FDOT would still need a month to review before the report could be sent out to the advisory groups and agencies.

Ms. Caicedo stated the Department still would need one month for their review, but stated the reports could be sent out concurrent with the Department's review.

Ms. Caicedo stated if Keith and Schnars does not hear from her within the following week, go ahead and send to the agencies on November 29th.

Ms. Smith reviewed the frequently asked questions.

Mr. Kalayci stated he was very troubled with question number 12, about the Walton Road Bridge. He did not feel any mention of that project should be in this report. He stated it was a dead project, so why bring it up.

Mr. England and **Ms. Caicedo** stated that it needed to be address because the issue keeps being brought up. They explained that the answer will state the project is dead.

Mr. Kalayci state then the wording is all wrong.

Mr. Davis noted that in each of these questions the first sentence of the answer needs to answer the question. The following text can provide the explanation.

Ms. Caicedo stated that she had concerns about the wording on many of the questions and answers.

Mr. Davis stated that over the next week, the questions and answers would be reworded. He stated the Project Team would work with Ms. Caicedo over the next week to get the questions and answers right.

Mr. Flora noted that the Frequently Asked Questions would need to be revised before the reports could be sent out to the agencies.

Ms. Caicedo stated she would have them reviewed and have her comment finalized early next week.

Ms. Smith explained that with the agency submittal running concurrent with the FDOT review, the advisory group meetings could occur in mid January.

Ms. Caicedo stated mid January would be reasonable.

Ms. Smith stated she would adjust the schedule accordingly.

3. West Virginia and Becker Road IJR's

Mr. Davis briefed everyone on the meeting he and Mr. Groenhoff had with Mr. Cooper earlier in the week. Mr. Davis reported they were able to cut Mr. Cooper's expectation for 16 million square feet of office space down to 8 million. Unfortunately, the 8 million was still twice what could work.

Mr. England stated Mr. Cooper would never accept 4 million.

Mr. Davis agreed to follow up the conversation he had with Mr. Cooper with another conversation to see if he can get him to understand that four to four and a half million is about the maximum the proposed network could handle, and most importantly, that is the maximum both the TCRPC would approve not to mention FDOT.

Mr. Davis presented an overall schedule for the various phases for the different work orders.

There was a discussion about the status of the West Virginia/Turnpike Bridge with respect to the landscape and streetscape design.

Mr. England instructed the following:

1. Keith and Schnars submit a proposal for the Design/Construction Docs. For the West Virginia/I-95 Interchange
2. In the West Virginia/I-95 proposal, as a separate item, include a Design/Construction Docs. proposal for the roadway corridor between the I-95 touchdown to the Turnpike Bridge touch down.
3. In the proposal include cost for landscape/streetscape design and construction docs., and all public workshop meetings with the neighborhoods.
4. Attend a meeting with American to coordinate landscape/streetscape in December.
5. Provided the Design Proposal is approved, a meeting with the CAC is to be set up in mid to late January in advance of the annual state of the City retreat.
6. Following the City retreat, a public workshop will be held for the aesthetics.

4. I-95 Interchange SEIRs – Becker Road and West Virginia Drive

Mr. England stated the contracts would be on the December 6th City Council for approval.

Meeting Follow-up Action Items

1. **Keith and Schnars staff** will draft proposals for the work orders for the West Virginia/I-95 interchange design, and include the roadway corridor design between the I-95 touch down to the Turnpike Bridge touch down.
2. **Keith and Schnars staff** will draft work order proposal for Becker Road/I-95 interchange design.
3. **City Staff** will complete their review of the Third East-West River Crossing Corridor Report.
4. **Michael Davis** will coordinate meeting with Mr. Cooper regarding realistic FAR.
5. **Ms. Richards** will coordinate December meeting with Keith and Schnars and American to address landscape/streetscape issues.
6. **City staff** will present the West Virginia/I-95 and the Becker/I-95 SEIRs to City Council at the December 6th meeting.
7. **Ms. Caicedo** will provide Ms. Smith her comments regarding the FAQs the week of November 22nd.

8. **Ms. Caicedo** will follow up with Ms. Mendoza on the Class of Action.
9. **Ms. Roebling** will finalize her review of the Corridor Project and forward to City Council for acceptance at their January 10th meeting.
10. **Keith and Schnars staff** to distribute Bridge Crossing Corridor Report to Advisory Groups once the FAQs have been rewritten.

Up-coming meetings

December 6, 2004: City Council Approvals for SEIRs

December 9, 2004: FHWA meeting in Tallahassee

Week of December 13th: Meeting w/ City, Keith and Schnars, and American

Michael Davis-Don Cooper Meeting: TBS

December Progress Meeting: TBD

The meeting was adjourned at 12:10 P.M.

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

John Flora, R.A., AICP

Assistant Director, Project Development and Environment Services

Keith and Schnars, P.A.

Distribution: All Attendees
Project File

Ksaltz/17125.01/Project Management/November 18.04 Monthly Status mtg

City of Port St. Lucie
Third East-West River Crossing PD&E Study
Homeowners Meeting
April 22, 2004
7:00 PM – 8:30 PM

LOCATION: Port St. Lucie Community Center
2195 SE Airoso Boulevard
Port St. Lucie, Florida

PURPOSE: The purpose of the Homeowners meeting was to provide property owners the opportunity to learn about and comment on proposed alternative corridors for the Third East-West River Crossing.

Attendees: Approximately 46 property owners and interested parties
Walter England, City Engineer, City of Port St. Lucie
Patricia Roebling, Assistant City Engineer, City of Port St. Lucie
Roberta Richards, City of Port St. Lucie
John Flora, Keith and Schnars, P.A.
Derek D. Hudson, Keith and Schnars, P.A.
Alice Bojanowski, Keith and Schnars, P.A.
Ed Colon, Keith and Schnars, P.A.

SUMMARY OF MEETING:

The method of invitation for the workshop included an invitation letter and flyer mailing to approximately 171 residents identified as property owners within approximately 300 feet of the proposed river crossing alignments. The meeting was conducted in a format that included a formal presentation and a period for questions and comments.

The study information on display at the meeting included an evaluation area map display board, an alternatives aerial board, and a power point presentation. This information shared in the presentation and the display boards included:

- The PD&E Study Process
- History of the project
- An overview of the project
- Descriptions of Alternative Alignments
- Project Schedule
- Typical sections
- The public involvement process

Attendees began arriving at 6:30 pm. These Early arrivals were given the opportunity to speak directly with project study team members and City of Port St. Lucie Engineering Department staff. Attendees were encouraged to share their thoughts, opinions, and suggestions in writing. Comment forms were provided at a separate comments table along with a box for depositing written comments. Each comment form included the city of Port St. Lucie project mailing address, and the project toll free

hotline. The comment forms also provided the opportunity for attendees to provide mailing list signup information.

The meeting began at 7:00 pm with Mr. Walter England, City Engineer for the City of Port St. Lucie introducing the members of the study team who were present. John Flora explained that study team members had recently met with residents of the La Buona Vita community. He then gave a formal presentation. A printed copy of the power-point presentation is attached. In his presentation, Mr. Flora described the Conservation and Recreation Lands (CARL) program and the role that state agencies have in the project study process. He further described that the northern alignment alternatives were identified in recent months as a result of the Department of Environmental Protection's (DEP) desire to avoid crossing CARL property owned by the State. Mr. Flora described the impacts of each of the current alternatives. Mr. Flora completed the formal presentation at about 7:36 pm.

Following Mr. Flora's formal presentation, Mr. England described the project history.

Walter England: The first study to look for a place to cross the river was done in 1989. Ultimately the City decided to that it liked a West Virginia Drive alignment for the crossing. At the time, the current CARL land was already in the Trust for Public Lands but was owned by General Development. Since the Trust for Public Lands was unable to pay General Development. Since the Trust for Public Lands was unable to pay for the property, the City of Port St. Lucie acquired the property. Realizing the need to build some 175 miles of roadway and not having the funds to do so, the City sold the property to the Department of Natural Resources (DNR) in 1993. The City had, at that point in time, selected a West Virginia alignment as the preference. A total of \$ 1.1 million has come from the federal government to do the current study. Another \$ 20 million came from the state of Florida for a new bridge. Because of the funding sources, the City, explained Mr. England, must go through the current study process.

Mr. England described the meeting process involving the various governmental agencies such as the DEP, the U.S. Coast Guard and others associated with a PD&E Study. He further explained that Alternative 6A and Alternative 6B were created because the DEP wants the CARL lands to be avoided. The City owns a piece of land which could be used for Alternatives 6A and 6B. As part of the study process, the input of La Buona Vita residents is needed to create documentation regarding social impacts, etc. An Environmental Impact Statement (EIS) has to be done and approved before there can be a new bridge.

Mr. England explained that the stretch of roadway from I-95 to Floresta Drive is the part of the West Virginia corridor that the City is paying for so that people who live adjacent to the corridor will not have to be in limbo regarding the sell of their homes, relocation, etc. That is, this part was de-federalized so that it could be done more reasonably in terms of impacts to property owners. By de-federalizing, the city has already purchased over 200 properties at a cost of over \$20 million. These properties comprise about one half of the number of needed properties for West Virginia Drive widening. Mr England read aloud a letter from Mayor Minsky to the residents of the La Buona Vita community. The letter expresses the City's opposition toward a northern alignment. A copy of the letter is attached.

Mr. England requested that attendees complete written comment forms. A question and answer period followed Mr. England's comments.

Question: When will a decision be made as to where the bridge corridor will be?

John Flora: A report will be filed that will document the analysis and findings. The study committees (TAC, EAC, CDG) will review the report to provide input and feedback. Then the public will be able to review this document. Collectively, these activities will identify one or possibly two alternatives. By late summer there will probably be a public hearing regarding the project. Then, the alternatives will be further analyzed and recorded as an Environmental Impact Statement (EIS) that will be forwarded to various agencies. After agency review of the EIS, there will probably be a public hearing by late fall, 2004. Then, a final study will be done that will be followed by another public hearing. In summary, there will be three public hearings over a period of three years.

Chuck Proulx: (from a S.E. Coral Reef Street resident): Do alignments represent priorities?

John Flora: No

Question: So now these folks are in the same position as the folks on the West Virginia Drive corridor?

John Flora: Not exactly because the Third East-West River Crossing is a study that has not yet determined a preferred alignment.

Question: So if folks want to sell their homes, they have a difficult time doing so if people know that this is happening and it would be hard to sell

Walter England: There would probably not be any market impact because this is a study.

Comment: I hope that the original route will be the chosen route because he moved to his present location some 20 years ago thinking he was moving away from any upcoming bridge project.

Walter England: The Army Corps of Engineers has suggested a southern alignment.

Question: Since moving to the area in 2003 we have not received any notice of the project. As a homeowner and investor, there is concern with placing my home on the market if I must disclose that this study is taking place.

John Flora: The study guidelines require that property owners within 300 feet of proposed alignments be notified. In this case, property owners with properties adjacent Alternative 6A and Alternative 6B were included. Please complete a written comments form to be added to the mailing list. Concerning disclosure requirements, one should probably disclose that the area is currently being evaluated.

Question: How long have you been doing this study? We just purchased a home a month ago and the real estate agent did not disclose any information about the study. How will we be compensated?

John Flora: The study has been underway for about one year. The Florida Department of Transportation (FDOT) has guidelines for purchasing properties according to market value.

Question: So would my real estate agent have known about this?

Walter England: The real estate agent may not have known about any new river crossing alignment alternatives because the new alternatives came in to being recently. Mr. England suggested visiting the project website frequently since other alignment alternatives could also be added.

Peter Jensen: I purchased my home at the north end of Coral Reef Street twenty years ago based on projections. I agree with the West Virginia Drive alignment. But where can people go when they get to U.S. 1 using this alignment? Don't we need another North-South alignment?

Walter England: Mr. England explained that he serves on the Technical Advisory Committee (TAC) for the Metropolitan Planning Organization (MPO) and that he has recommended that Highway U.S. 1 be widened to eight lanes to compensate for growth. There may be more development towards the west side of Port St. Lucie over time.

Question: Why wasn't Prima Vista made into six lanes a few years ago?

Walter England: The City did not anticipate the growth on Prima Vista before but expansion is in the long-range plan. Floresta Drive and other north-south corridors have varying right of ways and some cannot be widened as much as others can.

Question: I live at 1109 SE Coral Reef Street and have been there since 1976. I was told that the preserve would always be there. Why not the roads that currently have a bridge (i.e. Prima Vista and Port St. Lucie Boulevard?)

John Flora: Widening a road with very constrained right of way (ROW) would create enormous costs associated with purchasing several businesses. Also one or two corridors do not provide as much traffic distribution and congestion relief as three corridors.

Walter England: Port St. Lucie Boulevard has a 100 ft. ROW and the current roadway is already built from ROW to ROW. Therefore, widening is cost prohibitive because of the necessity to purchase ROW on either side of the roadway. Also, ultimately there is a diminishing return on adding lanes. Another crossing location creates more efficiency.

Question: Is a Walters Terrace alignment still a possibility?

Walter England: Yes.

Question: I live on Cavern Avenue and I am the mother of four children. Where is the concern for the safety of children?

John Flora: Safety issues are being evaluated in the study as part of social impacts.

Question: Whom do we contact to object to the proposed corridors?

Walter England: Comments are being noted during this meeting. You are also encouraged to put your concerns in writing by completing a comment form. You can also send your comments directly to the DEP.

Rhonda Foley: In previous studies, were the comments effective and did they have any impact?

John Flora: Yes. In particular, Walters Terrace residents have commented in writing and are being heard. Comments are important and some southern alignments have been eliminated as a result of public input.

Rhonda Foley: I am in the process of adding a pool to my home. I would not have started doing so if had known about this.

John Flora: The City and its consultants understand. Also know that northern alignment alternatives are new to the project and were not introduced by the City or its consultants. The study team's response has been to gather public input regarding these alternative alignments.

Joyce de Vries: I live on Karrigan Terrace. Homes keep getting knocked down. I have been here for seventeen years and never knew that Karrigan Terrace would be impacted by a West Virginia Drive alignment river crossing. What's happening here?

Walter England: The West Virginia Corridor or has always been the preferred corridor to expand and extend to cross the river so as not to fracture or impact the neighborhoods impacted by northern alignments. Mr. England went on to describe the proposed West Virginia Drive typical sections. He also explained that the City uses the county property tax listings to develop mailing lists for public notice regarding the project. The City receives updated lists 2 or three times each year.

The meeting adjourned at approximately 8:40 pm.

City of Port St. Lucie
Third East-West River Crossing PD&E Study
La Buona Vita Homeowners Meeting
April 19, 2004
7:00 PM – 8:30 PM

LOCATION: La Buona Vita Clubhouse
8601 S. Federal Highway
Port St. Lucie, Florida 34952

PURPOSE: The purpose of the La Buona Vita Homeowners meeting was to provide La Bouona residents to opportunity to learn about and comment on proposed alternative corridors for the Third East-West River Crossing.

Attendees: Approximately 130 La Buona Vita residents
Walter England, City Engineer, City of Port St. Lucie
Patricia Roebling, Assistant City Engineer, City of Port St. Lucie
Tom Daily, President, La Buona Vita Homeowners Association
John Flora, Keith and Schnars, P.A.
Derek D. Hudson, Keith and Schnars, P.A.

SUMMARY OF MEETING:

The method of invitation for the workshop included a flyer provided to approximately 189 recipients identified as residents of the La Buona Vita community. The meeting was conducted in a format which included a formal presentation and a period for questions and comments.

The study information on display at the meeting included an evaluation area map display board, an alternatives aerial board, and a power point presentation. This information shared in the presentation and the display boards included:

- The PD&E Study Process
- History of the project
- An overview of the project
- Descriptions of Alternative Alignments
- Project Schedule
- Typical sections
- The public involvement process

Attendees were encouraged to share their thoughts, opinions, and suggestions and were provided with comment forms. Each comment form included the city of Port St. Lucie project mailing address, and the project toll free hotline. The comment forms also provided the opportunity for attendees to provide mailing list signup information.

The meeting began with Mr. Tom Daily, the president of the La Buona Vita Homeowners Association introducing the members of the study team who were present. John Flora then gave a formal Power-point presentation. A copy of the Power-point presentation is attached. In his presentation, Mr. Flora described the Conservation and Recreation Lands (CARL) program and the role that state agencies

have in the project study process. He further explained that the northern alignment alternatives were identified in recent months as a result of the Department of Environmental Protection's (DEP) desire to avoid crossing CARL property owned by the State. Mr. Flora described the impacts of each of the current alternatives including a focus on the possible impacts that Alternative 6A and Alternative 6B would have on the La Buona Vita community. Alternative 6A impacts the northern section of the La Buona Vita community and would result in the acquisition of homes on Natalie Drive. Alternative 6B impacts the southern area of the neighborhood and would result in the acquisition of homes on Florence Drive.

A comment/question and answer period followed Mr. Flora's presentation.

Comment: I am getting the impression that it is easier to displace families than to take displaced CARL lands. (Attendees responded with applause). La Buona Vita is not a trailer park but a cohesive family of manufactured home owners. It is one of the top communities of its type in Southeast Florida. Therefore, neighbors stick together even to the point of helping each other with lawyers' fees. Also, we are not within the city limits of Port St. Lucie.

Mr. Tom Daily: Vicki Smith, the Keith and Schnars project manager has acknowledged that 189 senior citizens is in fact a strong lobby.

Mr. Daily went on to read aloud and verbatim, a letter from City of Port St. Lucie Mayor Minsky. In the letter, Mayor Minsky expressed that the City's opposition to a northern river crossing alignment. (Attendees applauded).

Mr. Dale Miller: Mr. Miller stated that he resides on Barb Ann Lane. He explained that his receipt of the notice for this meeting was his first notification of this developing situation with the northern alternative river crossings. He then handed a copy of his typewritten comments to Walter England (City of Port St. Lucie), John Flora (Keith and Schnars), and Derek Hudson, (Keith and Schnars). Mr. Miller then read his comments aloud to attendees. After presenting his written comments, Mr. Miller emphasized his support of Alternative 1C as the preferred alternatives.

Mr. Dale Miller: Why did the City sell the CARL lands to the DEP and how can La Buona Vita be so impacted by the City when La Buona Vita is not even a part of the City of Port St. Lucie? No one would have purchased homes in La Buona Vita if this had been communicated 20 years ago.

Response: Mr. Flora responded by explaining the some of the alignments indicated in the meeting announcement flyer have been eliminated since the flyer was mailed. He reminded attendees that the City has expressed opposition to the northern alignments. He also pointed out the transportation problems is a regional issue, not just an issue inside the city limits.

Mr. Dale Miller: At the project website I read that the City took it upon itself to do this: The alternatives are there. If the City can promise that Alternatives 6A and 6B are the only options, I'm gone.

Walter England: The first study search for place to cross the river was done in 1989. Ultimately the City decided to that it liked a West Virginia Drive alignment for the crossing. At the time, the current CARL land was already in the Trust for Public Lands but was owned by General Development. Since the Trust for Public Lands was unable to pay General Development. Since the Trust for Public Lands was unable to pay for the property, the City of Port St. Lucie acquired the property. Realizing the need

to build some 175 miles of roadway and not having the funds to do so, the City sold the property to DEP. Only West Virginia Drive has some semblance of running eastward and westward across the City to U.S. 1. The City had, at that point in time, selected a West Virginia alignment as the preference. A total of \$ 1.1 million has come from the federal government to do the current study. Another \$ 20 million came from the state of Florida for a new bridge. Because of the funding sources, the City, explained Mr. England, must go through the current study process.

Mr. England described the meeting process involving the various governmental agencies such as the DEP, the U.S. Coast Guard and others associated with a PD&E Study. He further explained that Alternative 6A and Alternative 6B were created because the DEP wants the CARL lands to be avoided. The City owns a piece of land which could be used for Alternatives 6A and 6B. As part of the study process, the input of La Buona Vita residents is needed to create documentation regarding social impacts, etc. An Environmental Impact Statement (EIS) has to be done and approved before there can be a new bridge.

Mr. England explained that the stretch of roadway from I-95 to Floresta Drive is the part of the West Virginia corridor that the City is paying for so that people who live adjacent to the corridor will not have to be in limbo regarding the sell of their homes, relocation, etc. That is, this part was de-federalized so that it could be done more reasonably in terms of impacts to property owners. By de-federalizing, the city has already purchased some 270 of 474 needed properties at a cost of over \$20 million.

Carol Richalter: If we are not going to displace a turtle that you can pick up and move or a tree that you can dig up and move, then why displace people from La Buona Vita? There is no place like this on the Treasure Coast.

Question: A gentleman acknowledged his not being a resident of La Buona Vita and commented that at a public meeting one year ago, only two alignments were indicated. Surely Walton Road is the only choice. Is that alignment still on the table?

John Flora: The Original Walters Terrace alignment is basically unchanged.

Question: When will the study be completed? Will there be opportunities to speak?

John Flora: The length of the study is 36 months. A decision-making meeting will probably be held in late summer (2004). This meeting will be held to select a preferred alternative. Next, more detailed analysis of the preferred alternative will take place. By late fall, 2004, a public hearing will be held which will be followed by federal review of findings. Two years from now the study should be complete.

Question: Why can't the alignment just go straight out to U.S. 1 without impacting La Buona Vita and why come into the Savannahs?

John Flora: There are spacing requirements and a new intersection could be created.

Comment: Village Green should be the way since the Savannahs entrance is really a private driveway.

Question: Why consider Alternative 6B since it would impact Liberty Medical, a large employer?

John Flora: Alternative 6B would have minimal impact on Liberty Medical Hospital. The County has approved some development in the area where a gopher tortoise at La Buona Vita reportedly has been sighted. Therefore, the gopher tortoise may have to be relocated.

Dale Miller: Is 6B dead?

John Flora: Not completely.

Tom Daily: As president of the Coop, Mr. Daily said that he had written a letter as soon as he found out about the new alternatives. He said he had spoken with attorneys at Render McClosky and they were not worried or panicked.

Comment: I am a former public official in this county. I hope that you are not humoring us by saying you are listening.

John Flora: No problem. We are listening.

Question: Is the time frame flexible for a new bridge given the current growth rate?

John Flora: It (the bridge) is needed now. If there is no bridge by 2007, the traffic (congestion) will become significantly worse.

Walter England: The midpoint to Floresta Drive has already failed in Level of Service (LOS) although the projection was for 2007. St. Lucie Boulevard is already at LOS F so that it is a parking lot or continuous stop and go traffic. Busier roads are already at LOS F. Growth is here. Mr. England added that he prefers a southern route.

Comment: This seems to be a city problem. So why keep approving building permits if you don't know where the people will drive?

John Flora: There are several issues. For example, some lots were plated a number of years ago so that the property owners have vested rights.

Comment: It seems that the issue of a new bridge is to get people to U.S. 1 so that they can get in line at U.S. 1. So why keep widening roads just to bring them back down to 2 lanes?

There were not further comments or questions. The attendees were encouraged to make written comments on the comment forms that were provided by the study team or to write letters expressing their opinions. Attendees were also reminded of the project website and the toll free project hotline.

The meeting adjourned at approximately 8:15 pm.

Attachments: Meeting flyer
Power-point presentation handout
Written comments c/o Mr. Dale Miller
Sample Written Comments Form

RECORD OF MEETING

Third East-West River Crossing PD&E Study

EAC Meeting

February 25, 2004

4:00 – 6:0 P.M.

Port St. Lucie Community Center
2195 SE Airoso Boulevard, Port St. Lucie, Florida

Attendees:

Name	Company/Agency	Telephone No.	E-mail
Walter England	City of Port St. Lucie	772-871-5175	waltere@cityofpsl.com
Beatriz Caicedo-Maddison	FDOT District 4	954-777-4336	beatriz.caicedo@dot.state.fl.us
Roberta Richards	City of Port St. Lucie	772-871-5175	rrichards@cityofpsl.com
George Jones	DEP/Recr. and Parks	772-546-0900	george.jones@dep.state.fl.us
Danny Jones	DEP/Recr. and Parks	772-546-0900	daniel.r.jones@dep.state.fl.us
Jeffrey Beal	DEP/Aquatic Preserve	772-873-6590	jeffrey.beal@dep.state.fl.us
Greg Kaufman	DEP/Recr. and Parks	772-340-7530	greg.kaufmann@dep.state.fl.us
Daniel Griffin	DEP/Rec. and Parks	772-340-7530	daniel.griffin@dep.state.fl.us
Bob Bangert	Conservation Alliance	772-465-0196	bangert@digital.net
Harold Phillips	St. Lucie Audubon Society	772-879-2669	kiwihowick@adelphia.net
Al Parmentier	St. Lucie Audubon Society	772-489-6176	force8@earthlink.net
Dennis Gates	St. Lucie Audubon Society	772-878-2101	
Norm Neuberger	Sierra Club	772-873-4520	normneuberger@cs.com
Kevin Stinnette	Indian Riverkeepers	772-336-7284	irkeeper@gate.net
Shawnee Biermat	Native Plant Society	772-287-7677	wildddesign1@juno.com
Matthew Goff	Ecological Associates, Inc.	772-334-3729	mgoff1@bellsouth.net
Ed Colon	Keith and Schnars P.A.	407-834-1616	ecolon@keithandschnars.com
John Flora	Keith and Schnars P.A.	407-834-1616	jflora@keithandschnars.com
Derek Hudson	Keith and Schnars P.A.	407-834-1616	dhudson@keithandschnars.com
Vicki Smith	Keith and Schnars P.A.	407-834-1616	vsmith@keithandschnars.com
Kris Stewart	Keith and Schnars P.A.	954-776-1616	kstewart@keithandschnars.com
Melissa Karlin	Keith and Schnars, P.A.	954-776-1616	mkarlin@keithandschnars.com

Meeting Purpose:

To invite participation of agencies and special interest groups in the review of environmental conditions and findings to aid in the determination of viable alternative alignments of a Third East-West River Crossing between Port St. Lucie Boulevard and Prima Vista Boulevard. The meeting purpose is also to identify and eliminate non-significant environmental issues and other significant environmental issues that may influence the area.

Meeting Summary:

The meeting included a review of the study process to-date, including existing conditions and a review of the need for the project based on traffic models and growth trends since the 1980s. The meeting also reviewed the alternative alignments considered thus far in the study process, and identified the remaining alternative alignments that will be evaluated in the Environmental Impact Statement (EIS).

Welcome and Introduction

Ms. Smith began the meeting at 4:07 PM with a summary of the meeting purpose and the Project Development and Environmental Study (PD&E) process. The study will be conducted utilizing the FDOT PD&E Study process as an EIS. The EIS is the highest level of evaluation in this process. The study will evaluate the

potential environmental, social, natural and physical impacts resulting from the proposed improvements and the goal is to minimize the environmental impacts. The public will always be part of the decision making process through public meetings and workshops, ultimately leading to a public hearing when the preferred alignment is selected. The goal is to gain consensus and select a preferred alignment, document all findings, and obtain a record of decision from the Federal Highway Administration (FHWA).

Project Overview

Ms. Smith reviewed the project limits, and project location and land use maps. The PD&E Study is one of three studies to develop a third east-west transportation corridor extending from I-95 to US 1. The Third-East West River Crossing study is the eastern-most of three projects associated with the Third East-West Corridor. The other studies include The West Virginia Corridor Study and the I-95 Interchange Justification Study.

Ms. Smith explained that because of the City's rapid growth over the past ten years, inadequate arterials, and a rapidly rising population rate, the need for an additional east-west corridor has become obvious. Improvements have been made to both Port St. Lucie Boulevard and Prima Vista Boulevard, but despite these efforts, transportation demands continue to put pressure on the City's roads and communities. In an effort to meet the needs of the rapidly growing City of Port St. Lucie, the City with their own funds is currently conducting preliminary design and ROW acquisition to create a third east-west corridor.

Project History

Ms. Smith provided an overview of the project history including the history of the City planning process since 1980. The City of Port St. Lucie was originally designed by the General Development Corporation as a bedroom community with no town center or no main corridors. The original master plan for the City called for four more crossings but due to cost and timing, these improvements were never completed.

The 1989 PD&E Study completed by Keith and Schnars was conducted to determine the need and alignment for the third east-west crossing. The project studied the West Virginia and Walters Terrace alignments. In 1993, the City owned lands along the North Fork of the St. Lucie River were sold to the then Department of Natural Resources. In 1995, the City began acquiring property for the Third East-West Corridor, and in 1998 the MPO placed the corridor on the Priority List. In 1999 the City adopted the resolution supporting the corridor and began securing easements along the North Fork of the St. Lucie River. In 2002, FDOT/FHWA approved dividing the corridor into two sections, and in 2003 Keith and Schnars/Culpepper & Turpening were hired by the city to conduct the present PD&E Study. The corridor study, from I-95 to Floresta Drive, will not be federally funded but will be funded by the City of Port St. Lucie. The river crossing study, however, has received federal funding.

Ms. Smith reviewed the property acquired by the City along the corridor. Currently the City is acquiring property along the corridor for a right-of-way width of 280 feet west of the Florida Turnpike and 330 feet east of the Turnpike. The proposed typical section is a 4 or 6 lane suburban typical section consisting of a curb and gutter median and paved shoulders and swales on the outside. The corridor will have limited access and acquisition of property will be from both sides of the road. Homes left on the corridor will be provided a buffer between the roadway and existing neighborhoods using a linear park on the borders of the roadway. This will also eliminate driveway entrances along West Virginia Drive and the corresponding traffic congestion. The City will construct the West Virginia corridor in segments, and the corridor will be completed before the river crossing.

Ms. Smith stated that over 250 people attended the kickoff meetings for the corridor and for the bridge crossing and most of them expressed their support for the projects.

Another project in the area included a study to examine the connection of Walton Road over to Hutchinson Island crossing over the Indian River Lagoon. This study was being conducted by the St. Lucie County

Expressway and Bridge Authority. In July 2001, a stop work order was issued for this study because the project was not cost feasible. It is also not in the MPO's long-range plan.

Purpose and Need for the Project

Ms. Smith reviewed the population growth trends since 1980. Between 1980 and 1990, the City population tripled, and between 1990 and 2003 the population almost doubled. Building permits also have shown growth since 1990. In 1990, 1,800 building permits were issued; in 2000, 1,200 building permits were issued; and in 2003, 6,000 building permits were issued. **Ms. Smith** explained that field traffic counts have showed high traffic volume, and residents were experiencing congestion. Since 1997 Port St. Lucie Boulevard has received a Level of Service (LOS) F ranking according to the traffic models, and Prima Vista Boulevard is approaching the same LOS ranking as of the 2003 data. LOS refers to how much traffic is on the roadway: an A level signifies that traffic is flowing, while a F ranking signifies that traffic is congested and the needs are not being met. However, the regional planning council's (RPC) traffic model was not reflecting this information, and therefore did not confirm the need for a new corridor. The Keith and Schnars team is pulling together information from the task team, including the MPO, RPC, and FDOT, to make sure the current refined models are reflecting accurate data.

Ms. Smith provided an overview of LOS with and without the new river crossing. The findings reflect that there was a clear need for an additional crossing, and utilizing the two existing crossings at Prima Vista Boulevard and Port St. Lucie Boulevard would still not meet the needs for the projected growth. Without the new river crossing, by 2025 both Prima Vista Boulevard and Port St. Lucie Boulevard will reach LOS F.

Mr. Stinnette (Indian Riverkeepers) asked if the source for the models was the UF growth projections. **Ms. Smith** replied yes.

Ms. Smith reviewed the 2003 Annual Average Daily Traffic (AADT) model, which ranked Prima Vista Boulevard LOS C, Port St. Lucie Boulevard LOS F, and both bridges combined LOS F. Traffic volumes for the year 2003 AM peak hour traffic volumes ranked Prima Vista Boulevard LOS B, Port St. Lucie Boulevard LOS F, and both bridges combined LOS F. The PM peak hour traffic volumes for the same year rank Prima Vista Boulevard LOS C, Port St. Lucie Boulevard LOS F, and both bridges combined LOS D. This situation will only get worse in future years if no other crossing is provided considering the anticipated increase in traffic from background growth, committed projects, and future projects.

The TCRPM was updated from 2020 to 2025 and included major roadway improvement, traffic pattern changes, and accelerated growth patterns for the area. The MPO approved TCRPM and the TCRPC St. Lucie County Regional Transportation Study Model were then used to adjust the Third East-West Corridor Transportation Study Model Preliminary Model Refinement. The MPO approved TCRPM, without the model refinement, showed a LOS F for both Port St. Lucie Boulevard and Prima Vista Boulevard without the proposed river crossing. The TCRPC St. Lucie County Regional Transportation Study Model, without the model refinement, also showed a LOS F for both Port St. Lucie Boulevard and Prima Vista Boulevard without the proposed river crossing. With the proposed river crossing, this model produced a LOS C for Prima Vista Boulevard, a LOS F for West Virginia Drive, and a LOS F for Port St. Lucie Boulevard. This is the model that was not reflecting current trends. The new model that incorporated major roadway improvements, traffic pattern changes, and accelerated growth patterns is the Third East-West Corridor Transportation Study Preliminary Model Refinement. Without the proposed river crossing, this model produced a LOS F for both Port St. Lucie Boulevard and Prima Vista Boulevard. However, with the proposed river crossing, this model produced a LOS C for Port St. Lucie Boulevard, LOS C for Prima Vista Boulevard, and LOS E for West Virginia Drive. Localized improvements are not likely to solve the congestion problems because of the limited east-west crossings resulting in the high turning movement volumes and unbalanced intersection operation. Considering the high rate of growth and the large-scale projects being constructed, the roadway system will further break down resulting in excessive delays and levels of congestion and possible traffic intrusion into residential neighborhoods seeking bypass routes. It is quite evident that the only substantial relief to the roadway system is

the construction of a third east-west corridor that would divert traffic for Prima Vista Boulevard and Port St. Lucie Boulevard and also reduce the excessive turning movement volumes at critical intersections along these corridors including US-1, Midport Road, Bayshore Boulevard, Airoso Boulevard and Floresta Drive.

Mr. Bangert (Conservation Alliance) asked if the models incorporated mass transit data. **Ms. Smith** explained that this information was considered and any opportunities to provide mass transit options will be considered, but that information was not incorporated into the model. **Mr. Phillips (St. Lucie Audubon Society)** inquired if the LOS for Prima Vista Boulevard, West Virginia Drive, and Port St. Lucie Boulevard will reach a F level by 2030, given that the year 2025 data with the river crossing only predicts LOS C, E, and C, respectively? **Ms. Smith** responded that could be a potential situation. She explained that there are a lot of assumptions associated with the models and after 25 years the models lose credibility. However, once the population is saturated the growth rate will slow down. Also, once development moves west of I-95 traffic patterns will change, and people will get tired of this congestion and seek alternate routes.

Mr. Bangert (Conservation Alliance) asked why we are directing more traffic east to US-1 which is already crowded, and this new river crossing will only make the situation worse. **Ms. Smith** explained that she can't answer that question adequately without the traffic numbers. However, most people using US-1 may be mainly residents who need additional east-west river crossings to access US-1 for the businesses.

Mr. Bangert (Conservation Alliance) stated that most growth is out west and there are adequate north-south road options for this population growth. **Ms. Smith** replied that there is growth east. In fact, the City is already saturated and growth patterns are expected to continue, and the traffic problem will only get worse.

Mr. Bangert (Conservation Alliance) stated that everything he has seen is indicating that the growth is in fact out west. He stated that 50% of Port St. Lucie is empty, in the eastern part of the city. These lands are vacant, while development continues out west. **Ms. Smith** replied that in 2003 alone there were 6,000 building permits pulled within the City. The roadway system is already failing, and growth patterns will continue.

Mr. Stinnette (Indian Riverkeepers) stated that for the traffic evaluation, Port St. Lucie should be broken out into parts and the growth should be determined for the City based on those parts. This growth should then be analyzed based on its impact to US-1 and if the additional east-west river crossing is necessary. **Ms. Smith** apologized for not having the traffic experts present at this meeting and assured the attendees that the traffic team would be present at the next meeting to address all these questions adequately. **Ms. Smith** did explain that the K&S team is looking at zones and census data to make sure that the best available data is being used, including the growth patterns and impacts to US-1.

Mr. England stated that 87-90% of building permits issued were within the city limits, not within the annexation area in the west. The percentage may even be higher now. As time goes on, the development west of I-95 will significantly change traffic patterns to US-1, but **Mr. England** stated that currently we don't know what this development will look like so it is difficult to predict the traffic patterns. He explained that the desire to use US-1 will continue and the team has taken what has occurred into account in trying to project what the traffic figures will predict.

Ms. Smith explained that the team has looked at DRI's and they have projections of growth for 10, 20 years from now, and those elements are factored into the model. Most traffic up to 2020 may be shifted to US-1 and then in 2025 or 2030 it may shift back. The team is trying their best to make sure every growth pattern is incorporated into the model. Also, the team is checking with FDOT and RPC to make sure that the refined model is correct. The City sees the traffic problems but the model does not reflect these problems, which may be why the City could not get Federal funding for the corridor. The team is trying to make sure the refined model reflects all existing problems.

Mr. Stinnette (Indian Riverkeepers) stated that the UF data does not account for geographic area and issues such as water availability, land availability, or services for waste disposal; it only projects growth patterns. **Ms. Smith** recognized that this issue is a balancing act. Some models do not allow these issues to be incorporated

into the projections or do not allow that level of evaluation.

Mr. Bangert (Conservation Alliance) stated that traffic of Prima Vista Boulevard had decreased slightly in the past, possibly because of a shopping center. **Mr. England** explained that about 4-5 years ago there was construction on the north-bound turning lane at the intersection of Prima Vista Boulevard and US-1. This made travel difficult and people may have avoided Prima Vista Boulevard and used Port St. Lucie Boulevard instead. **Mr. England** also noted that traffic levels on Prima Vista Boulevard have increased since construction was completed.

Mr. Parmentier (St. Lucie Audubon Society) asked what constitutes failure (in terms of traffic). **Ms. Caicedo-Maddison** replied it is the amount of fuel and the amount of time.

Mr. Beal (FDEP) asked for further clarification in the traffic models. He asked the meaning of model refinement. **Ms. Smith** replied that more DRI information is incorporated in the refined model from the TCRPC St. Lucie County Model.

Mr. Beal (FDEP) stated that at the scoping meeting the traffic engineers referred to the "old" model being out of date. Were they referring to the AADT model? **Mr. Flora** responded yes.

Mr. Beal (FDEP) asked if the team is working on the "new" model? **Mr. Flora** responded yes. **Ms. Smith** stated that many different things add together to reflect the new model, such as DRI information.

Mr. Beal (FDEP) asked if the old model was outdated because the growth rate was beyond what the model anticipated? **Mr. Matthes** explained that the old model had West Virginia Drive as an US-1 type road (two-lane road) and where vehicles traveled slower, because of cars entering from driveways ("side friction"). The new modeled is a limited access parkway.

Mr. Bangert (Conservation Alliance) stated that the new proposed bridge shows over 100,000 trips. He asked if this is suggesting that more people will try to use the east-west corridor and US-1 if the new bridge is built? **Mr. Flora** explained that after a certain point the roadways reach their capacity and the models do not allow the number of trips to exceed this capacity.

Mr. Stinnette (Indian Riverkeepers) stated that in 2003, Port St. Lucie Boulevard had a LOS F ranking and received 44,000 trips. The projections for 2025 without the new river crossing only estimate 66,000 trips without the new crossing, an increase of only about 10%. Is this suggesting that more people will use the corridor and US-1? **Mr. Flora** explained that no, once the road reaches its capacity, the model does not allow the number of trips to exceed this value. **Mr. England** offered to explain this situation as an hour glass and how many pieces of sand can pass through the opening in the hourglass each hour. Regardless of how many pieces of sand are waiting to get through, the capacity cannot be exceeded. **Ms. Smith** explained that since the model is clogged, it doesn't attract more trips. **Ms. Smith** also stated that she would like to table the traffic questions until the next meeting when the traffic team will be available to answer all these questions adequately.

Ms. Smith explained that the proposed West Virginia corridor would also improve emergency responses and provide an alternate evacuation route for the City, and that the emergency response personnel are pleased with the proposed corridor. The existing West Virginia corridor will also serve as the primary response route to the Treasure Coast Medical Center on the east side of US 1. **Ms. Smith** also explained that the hurricane evaluation and nuclear power plant evaluation needs will be reviewed in the study process.

Ms. Smith reviewed the possible improvements to alternative routes if the no-build alternative is pursued. There may be possible improvements to Floresta Drive, Prima Vista Boulevard, and Port St. Lucie Boulevard. These improvements would be based on impacts to the roadways due to traffic volumes and widening potential. Also, mass transit services may be incorporated as improvements to alternate routes. Currently no mass transit services are available due to low demand. The current demand-based system is provided through the Transportation Disadvantaged Program. A fixed route service will potentially be in service in fiscal year

2004/2005 as per the St. Lucie County Transit Development Plan. This new fixed route will run along Port St. Lucie Boulevard, Bayshore Boulevard, Floresta Drive, and Prima Vista Boulevard. These are not the only improvements necessary.

Ms. Smith began the review of alternative corridor alignments and explained that the PD&E study is a process that consists of gathering and digesting available information and determining what is viable. The thought process begins from an engineering perspective: how do you get from the east to the west side of the river. A number of alignment possibilities were considered and used as a basis of where to start. Then field work was completed to evaluate the areas of these potential alignments to determine the impacts of each. After the field evaluation, the alignments were then modified based on the impacts.

Ms. Smith explained that a new alignment, Alternative 6, has been made and added to the list of potential alignments. This alternative is further broken down into 6A, 6B, and 6C. Alternative 5 was also evaluated, for example, but then removed from the list of potential alternatives (sic). Currently, the study is focusing on Alternatives 1C, 1D, 1E, 1F, 2A, 6A, and 6B. At the next meeting, the alignments considered may be different as the team modifies alignments based on field work and other information obtained. However, the number of an alternative evaluated will never be reused once an alternative is taken off the table. For example, alternative 5, although it has been eliminated from discussion, a new alternative will not be labeled alternative 5 (sic).

Mr. Stinnette (Indian Riverkeepers) inquired if the Appendix will include all the alignments ruled out. **Ms. Smith** replied that every potential alternative evaluated will be included and discussion will be included to explain why the alternative was eliminated.

Natural Environment Impacts

Ms. Stewart reviewed the natural habitats identified in the northern part of the river crossing. The North Fork of the St. Lucie River is designated an Outstanding Florida Water, an Aquatic Preserve, Save Our Rivers (SOR) Program land, and Conservation and Recreation Lands (CARL). Because areas of the North Fork are CARL property, acquisition will require coordination with the Board of Trustees of the Internal Improvement Trust Fund (TIIFT). Permits will be required through SFWMD, DEP Environmental Resource Permit (ERP), and the USCOE. All stormwater will be collected from the bridge and treated; no runoff may enter the river. Since the river is an Outstanding Florida Water, the project must provide 150% of standard water quality treatment. The project is also located in the 100 year floodplain as identified by FEMA, and the project must compensate for any floodplain impacts. Also, the project must provide an upland corridor adjacent to the floodplain for wildlife use. The Office of Planning and Budget, Office of Governor has determined that the project is consistent with the Florida Coastal Zone Management Plan.

Ms. Stewart explained that the habitats have been delineated using in-house review of maps and collected data, field identification, and classification (FNAI, FWS, and FLUCCS). The habitats are classified using the FNAI classifications to be consistent with the natural communities classification already used by the FDEP. The vegetation of the boundaries of the river and Evans Creek consist of mangrove and cabbage palm. The northern part of the river is characteristic of a more freshwater community, and the higher elevation eastern and western sides of the river consist of upland habitats such as scrubby flatwoods and oak hammocks. Freshwater wetland communities associated with the river included tidal swamp, freshwater tidal swamp, floodplain forest, floodplain marsh, hydric hammock, depression marsh, and basin marsh. Exotics can be found in many of these habitats, mainly Brazilian pepper and melaleuca. There is a freshwater stormwater influence in the basin marsh area. The upland habitats include prairie hammock, scrub, and scrubby flatwoods communities, as well as an oak hammock community in Halpatiokee Preserve. Most upland communities are dominated by slash pine, scrub oaks, and saw-palmetto. The salinity of the river ranges from 2-5%. There is considerable freshwater discharge in the area, high turbidity and sediment levels, which has eliminated seagrass beds in the area. Oyster reefs and shell banks are also absent due to these factors. An Essential Fish Habitat study is required to be completed according to the Magnuson-Steven Act 1996 Amendments. These amendments mandate the protection of marine and fish habitat. Federal actions require an EFH Assessment, and must include all federally managed fisheries. Essential fish habitat includes the estuarine shrub-scrub (mangroves) habitat, the estuarine

water column, and the palustrine (freshwater) emergent and forested wetlands. Potential fisheries to be evaluated in the EFH include pink shrimp, white shrimp, brown shrimp, grey snapper, sheepshead, crevalle jack, and red drum.

The northern alternatives impact a large area of mangroves, floodplain forest, scrubby flatwoods, and depression marsh. The southern alternatives impact a less diverse range of habitats.

Potential listed plant species in the area include four-petal pawpaw, Lakela's mint, tiny polygala, and four species of listed *Tillandsia*. Potential aquatic species include the shortnose sturgeon, opossum pipefish, and mangrove rivulus. The shortnose sturgeon is probably not in the project area; the opossum pipefish has strict freshwater habitat requirements and is probably not present in the project area; and the mangrove rivulus has strict microhabitat requirements and therefore is probably not present in the project area.

Mr. Stinnette (Indian Riverkeepers) explained that the opossum pipefish can be found in Lake Okeechobee, and do go upstream into freshwater habitat.

Mr. Beal (FDEP) explained that the larvae of many fish depend on the sargassum in the river, while adults are found upstream.

Ms. Stewart reviewed the birds that may be present in the project area. The Florida scrub jay may be present in the area and K&S biologists may to conduct a scrub jay survey in the near future. However, the scrub habitat present in the project area is fire-suppressed and not ideal, so it is not likely that scrub-jays will be found. Herons (little blue, snowy, tricolored) are present in the project area and have been sighted during field visits. The white ibis has also been documented during field visits. Falcons (artic peregrine falcon, southeastern American kestrel) may be present in the project area but have not been seen during field visits. There is reportedly a bald eagle nest in the area, but this has not been confirmed during field visits. Wood storks probably roost in the area but have not been observed during field visits. Osprey and osprey nests have been documented in the project area during field visits. The brown pelican and red-cockaded woodpecker may also be in the project area, but have not been documented during field visits. The Audubon crested caracara is probably not present in the project area because the habitat is not present. The Everglades snail kite may also be in the project are, but has not been documented during field visits. The Black skimmer may also be present in the area.

Ms. Stewart reviewed the reptiles possibly present in the area. The American alligator is present in the project area. The gopher tortoise is also present in the project area, and commensal species such as the eastern indigo snake may also be present. The Florida pine snake may also be found in the project area.

Ms. Stewart reviewed the mammals that may be present in the project area. Sherman's fox squirrel may be present, but has not been documented during field visits. The West Indian manatee can be found in the estuarine water column of the North Fork of the St. Lucie River. West Indian manatee critical habitat is also designated in the study area, as well as Everglades snail kite critical habitat.

Ms. Stewart reviewed the listed species encountered during field evaluations for alternative alignments. Alternative 6 impacts a remnant scrubby flatwoods area that contains many gopher tortoise burrows, and many gopher tortoise burrows along the corridor. FDEP has provided some recorded threatened & endangered plant species information but field investigations have not revealed any threatened or endangered plant species. Alternative 2 impacts a scrubby flatwoods area on the east side of the river that reportedly contains tiny polygala and one *Tillandsia* species, but field investigations have not confirmed this information.

Ms. Stewart inquired as to if there were any questions on the natural environment portion of this presentation. No questions were asked.

Mr. Stinnette (Indian Riverkeepers) asked if the attendees may comment at the end of the meeting. **Ms. Stewart** replied yes.

Social Impacts

Mr. Flora reviewed the social and cultural impacts of the project. Impacts to land use types in the study area consists primarily of conservation, recreation and residential; there are very few commercial impacts. No land use changes are required or anticipated to result from the impacts. Community cohesion will be pursued in the project through the linear corridors that will provide linear parks for the surrounding homes. These corridors, although they will fragment neighborhoods, will define areas and neighborhoods by delineating an otherwise homogenous community. The linear parks will also introduce a community amenity and instill a gathering place.

Mr. Flora referenced the Corridor Evaluation of Alternatives table provided in the presentation and as a hand-out to the attendees. This table presents a matrix of how each alternative impacts the social and natural environment. **Mr. Flora** highlighted that the total environment impacts was lowest with Alternative 6A and highest with Alternative 6B. The number of homes impacted by any alignment of Alternative 1 (1C, 1D, 1E, or 1F) is similar, and the combined impacts to number of homes and the natural environment are lowest with Alternative 1D. The table shows the diversity of habitats and an idea of which Alternatives are the most environmentally negative and which are the most socially negative. Mr. Flora noted that the northern alignment has no impact to community services other than a CARL area, and the Walters Terrace alignment, Alternative 2, also impacts a CARL area.

Mr. Flora stated that the alignment considerations also included a review of impacts to 4(f) properties such as parks, schools, churches, historical sites, and archaeological sites. The Section 4f lands within the project limits include Lyngate Park and Halpotiokee Recreation Site. The Corridor Evaluation of Alternatives table shows the results of this evaluation. Residential and Commercial impacts were also evaluated.

Physical Impacts

Ms. Smith reviewed the physical impacts of the project. Numerous utilities are found on the corridor, including BellSouth, Florida Power & Light, Adelphia Cable, NUI City Gas, and City of Port St. Lucie Utilities. The PD&E Study will look at areas adjacent to residential properties and conduct a Noise Study and prepare a Noise Study Report. An Air Quality Report will also be prepared at locations where air quality sensitive receptors are located, such as intersections. No impacts to air quality are anticipated and the air quality standards will not be exceeded.

Ms. Smith explained that a Contamination Screening Evaluation would be conducted. This evaluation will determine if there are any reasons to suspect parcels with environmental consequences are within the project area. A preliminary field review and initial review of regulatory files did not reveal any reason to suspect contamination.

Ms. Smith reviewed that the North Fork of the St. Lucie River is a navigable waterway and a U.S. Coast Guard Permit will be required for this study.

Mr. Stinnette (Indian Riverkeepers) inquired if the Coast Guard is the lead agency. **Ms. Smith** replied that currently the FHWA is the lead agency.

Ms. Smith reviewed the public involvement process during this study. Numerous meetings have been held to receive information and input from the public. Once information regarding the study process is gathered and assembled, the team decides to hold a meeting to notify the public of recent updates. This may happen on a 6-month interval so the team has adequate information to present to the public.

Review Advance Notification and Comments

Agencies that have responded to the Advance Notification Package include the US Environmental Protection Agency, FNAI, Miccosukee Tribe of Indians, South Florida Water Management District, and FDEP.

Potential Corridor Alignment Review and Selection

Ms. Smith reviewed potential corridor alignments and requested input or comments. There was general discussion regarding the alternative alignments.

Mr. Stinnette (Indian Riverkeepers) stated that slide 3 of the presentation referenced a purpose of this meeting was to eliminate non-significant issues. What issues were eliminated as a result of this presentation? **Ms. Smith** replied that if the information gained from this meeting suggests that what was identified as a significant issue is actually not inside the project area, or does not need to be considered as a significant issue, then it can be re-evaluated based on this new information.

Mr. Stinnette (Indian Riverkeepers) asked what would happen if an issue was eliminated presently, but in the future is identified as a significant issue, will the team reconsider this or will the eliminated issues not be re-tabled for discussion? **Ms. Smith** replied that nothing will be eliminated now.

Mr. Beal (FDEP) stated that the calculated acreage of impacts of Alternative 6B does not appear correct.

Mr. Stinnette (Indian Riverkeepers) stated that the tidal swamp acreage impacted by Alternative 6A, 7.1 acres, is more than the total impacted wetland habitat, 5.4 acres. **Ms. Smith** replied that this information is preliminary, and because Alternative 6 was only recently added as a consideration, calculations were rushed.

Mr. Stinnette (Indian Riverkeepers) inquired about the no-build alternative. He suggested that the team assess the early level of impact of service on the other roadways and maybe this will spur the use of mass transit services. He encouraged the establishment of community centers west of the river. **Mr. Stinnette** also commented that he did not like how the projects are de-federalized into three projects because of differences in funding. These are not separate projects. The EIS should stretch to I-95 and look at all impacts, even west of I-95.

Mr. Bangert (Conservation Alliance) referenced a 1998 DOT evaluation of building the West Virginia Corridor which concluded that building the corridor would not ease the traffic congestion.

Mr. England stated that **Mr. Bangert** is referencing a misquote of the individual who made that comment. **Mr. England** explained that the DOT study referred to the US-1 and Port St. Lucie Boulevard intersection, which was identified as the worst intersection. The study evaluated whether building a fly-over at US-1 would help this intersection, or if building West Virginia Corridor would help this intersection. The results of the study concluded that neither a fly-over at US-1 and Port St. Lucie Boulevard or building West Virginia Corridor would improve the conditions at the intersection of US-1 and Port St. Lucie Boulevard. **Mr. England** stated that the comment was taken out of context.

Mr. Bangert (Conservation Alliance) stated that this presentation did not reference the over \$1 Million spent on removing exotics. **Mr. Bangert** stated that he objects to any project that would impact the river. Keith and Schnars, P.A. has done a good job on the environmental evaluation, but clearly any Alternative will have severe ecological effects.

Ms. Smith explained that this study is a process and the team is trying to look at all aspects. The process is also a cooperative effort, balancing engineering, environmental, and social needs. Impacts during construction will be minimized through the top-down construction approach.

Mr. Beal (FDEP) stated that the acreage for Alternative 6B were miscalculated and suggested that the acreages for all Alternatives be recalculated. **Ms. Smith** agreed.

Mr. Stinnette (Indian Riverkeepers) asked if the fly-over would be a consequence of not building the West Virginia Corridor, and if building West Virginia Corridor was chosen over the fly-over option.

Mr. England explained that the fly-over was vetoed by the governor because of funds, and also because it would not solve the bridge capacity problems. All a fly-over would do is buy time on the Port St. Lucie and US-1 intersection. Even with the roadway extension, the northbound turning lane on US-1 is still backed up.

Mr. Stinnette (Indian Riverkeepers) asked if the no-build option includes any roadway expansions. **Ms. Smith** replied that option will be evaluated as Alternative 5.

Mr. Parmentier (St. Lucie Audubon Society) inquired if any study was done in the residential areas to determine why people cross the river. Is it all for shopping? If so, maybe building a shopping center on the west side of the river will alleviate the problem. Land needs to be acquired for this project, so why not offer it to Winn Dixie, for example, instead and this may take the load off the need to cross the river. No study has been done to evaluate this option. Instead the preference is to cater to the cars. People can use bikes or walk to these centers. The study should look at establishing town centers within the residential communities to alleviate the traffic problems.

Ms. Smith replied that Port St. Lucie was never planned according to that type of area. It was always platted and vested as a bedroom community. There is an immediate need to build a river crossing, but looking at establishing town centers may also be evaluated.

Mr. England explained that there was a study completed about 3-4 years ago where 4 areas were identified for potential town centers. One was in a community residential area; one was near the city hall area; one was near Bayshore Boulevard and the turnpike; and one was near Gatlin Boulevard and I-95. This study was completed to evaluate potential town centers, but the problem encountered was that all the traffic drawn into the town center was still associated with Port St. Lucie Boulevard.

Mr. Parmentier (St. Lucie Audubon Society) suggested that the town center be placed in the center of a community, not in the periphery area.

Mr. Danny Jones (FDEP) explained that a larger scale development, Port St. Lucie West, has a town center following these ideas and it has worked very well for the community.

Mr. England gave the example of the Victoria Falls community. In 1990, 2 blocks were set aside for a shopping center. There was a problem trying to assemble all these lots for development. This project took the developer two years just to acquire the land necessary to build on.

Mr. Parmentier (St. Lucie Audubon Society) stated that if the County acquired the land this would not be a problem.

Mr. Phillips (St. Lucie Audubon Society) asked when the consultants will take the no-build account into consideration and when will this potential situation be available for discussion. **Ms. Smith** explained that this would be determined when the information was available.

Ms. Smith asked the attendees what was the best time for these meetings. There were no objections to the currently scheduled meeting time of 4:00 PM.

Mr. Stinnette (Indian Riverkeepers) asked when the next meeting would be held. **Ms. Smith** replied in approximately 6 weeks.

The EAC Meeting adjourned at 6:00 PM.

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

RECORD OF MEETING

Third East-West River Crossing PD&E Study

Scoping Meeting

January 29, 2004

9:30 – 3:30 P.M.

Port St. Lucie Community Center

2195 SE Airoso Boulevard, Port St. Lucie, Florida

Attendees:

Name	Company/Agency	Telephone No.	E-mail
Walter England	City of Port St. Lucie	772-871-5175	waltere@cityofpsl.com
Roberta Richards	City of Port St. Lucie	772-871-5175	brichards@cityofpsl.com
Patricia Roebling	City of Port St. Lucie	772-871-5175	patr@cityofpsl.com
Beatriz Caicedo-Madison	FDOT District 4	954-777-4336	beatriz.caicedo@dot.state.fl.us
Eric Nelson	US Env. Protection Agency	561-616-8824	nelson.ericb@epa.gov
Mindy Parrot	SFWMD	561-682-2065	mparrott@sfwmd.gov
Kathy Malone	SFWMD	561-682-6815	kmalone@sfwmd.gov
Tim Gray	DEP	561-681-6708	tim.gray@dep.state.fl.us
Bill Howell	DEP	850-245-2118	william.howell@dep.state.fl.us
George Jones	DEP/Recr. and Parks	772-546-0900	george.jones@dep.state.fl.us
Danny Jones	DEP/Recr. and Parks	772-546-0900	daniel.r.jones@dep.state.fl.us
Bruce Offord	DEP	561-681-6630	bruce.offord@dep.state.fl.us
Jeffrey Beal	DEP/Aquatic Preserve	772-873-6590	jeffrey.beal@dep.state.fl.us
Greg Kaufman	DEP/Recr. and Parks	772-340-7530	greg.kaufmann@dep.state.fl.us
Daniel Griffin	DEP/Rec. and Parks	772-340-7530	daniel.griffin@dep.state.fl.us
Tori White	US Army Corps of Engineers	561-472-3517	tori.white@saj02.usace.army.mil
Brad Rieck	US Fish & Wildlife	772-562-3909	brad_rieck@fws.gov
Matthew Goff	Ecological Associates, Inc.	772-334-3729	mgoff1@bellsouth.net
Veronica Boza	Keith and Schnars P.A.	954-776-1616	vboza@keithandschnars.com
Ed Colon	Keith and Schnars P.A.	407-834-1616	ecolon@keithandschnars.com
John Flora	Keith and Schnars P.A.	407-834-1616	jflora@keithandschnars.com
Andre Groenhoff	Keith and Schnars P.A.	954-776-1616	agroenhoff@keithandschnars.com
Derek Hudson	Keith and Schnars P.A.	407-834-1616	dhudson@keithandschnars.com
Fadi Nassar	Keith and Schnars P.A.	954-776-1616	fnassar@keithandschnars.com
Vicki Smith	Keith and Schnars P.A.	407-834-1616	ysmith@keithandschnars.com
Kris Stewart	Keith and Schnars P.A.	954-776-1616	kstewart@keithandschnars.com

Meeting Purpose:

To invite early participation of agencies in determination of the viability of a Third East-West River Crossing between Port St. Lucie Boulevard and Prima Vista Boulevard. The meeting purpose is also to determine scope and significance of issues, identify and eliminate non-significant issues, identify other studies that may impact the area and identify permits, licenses, or entitlements necessary with the various corridor alignments being explored in this Environmental Impact Study.

Meeting Summary:

There were a variety of issues and topics discussed through the course of the meeting. The following summarizes the most salient issues:

Welcome and Introduction

Ms. Smith began the meeting with a summary of the meeting purpose and the Project Development and Environmental Study (PD&E) process. The study will be conducted utilizing the FDOT PD&E Study process as an Environmental Impact Statement (EIS). The study will evaluate the need for a third east-west river crossing over the North Fork of the St. Lucie River to connect US 1 to the proposed West Virginia Corridor. The study evaluates the potential environmental, social, natural and physical impacts resulting from the proposed improvements and examines ways to avoid or minimize those impacts. Close coordination with all regulatory agencies and the public will be part of the decision making process. The goal is to gain consensus and select a preferred alignment, document all findings, and obtain a record of decision from the Federal Highway Administration (FHWA).

Project Overview

Ms. Smith reviewed the project limits, and project location and land use maps. The PD&E Study is one of three studies to develop a third east-west transportation corridor extending from I-95 to US 1. This study is the eastern-most of three projects associated with the Third East-West Corridor. The other studies include The West Virginia Corridor Study and the I-95 Interchange Justification Study.

Ms. Smith explained that because of the City's rapid growth over the past ten years, inadequate arterials, and a rapidly rising population rate, the need for an additional east-west corridor has become obvious. Improvements have been made to both Port St. Lucie Boulevard and Prima Vista Boulevard, but despite these efforts, transportation demands continue to put pressure on the City's roads and communities. In an effort to meet the needs of the rapidly growing City of Port St. Lucie, the City with their own funds is currently conducting preliminary design and ROW acquisition to create a third east-west corridor.

Project History

Ms. Smith provided an overview of the project history including the history of the City planning process and major milestones reached since 1980 for the river crossing. The City of Port St. Lucie was originally designed by the General Development Corporation as a bedroom community, with no town center, no main corridors, and fewer trips per household. The original master plan for the City called for more crossings across the river so traffic would be more reasonably accommodated. Due to cost and timing, these improvements were never completed.

The 1989 PD&E Study completed by Keith and Schnars was conducted to determine the need and alignment for the third east-west crossing. The project studied the West Virginia and Walters Terrace alignments. The Walters Terrace alignment (shorter crossing) had less environmental impacts, but higher social and economic impacts. In 1993, the City sold lands along the North Fork of the St. Lucie River to the Department of Natural Resources and there was much discussion regarding reserving right-of-way for the crossing. Given that the actual alignment had not been set by this study and that funding appeared to be over 15 years away, it was agreed to sell the property without the road right-of-way, provided there would be no prohibition against the crossing.

Ms. Smith reviewed the separate projects and typical sections now proposed for the West Virginia corridor. The City is currently purchasing property along the corridor for a right-of-way width of 280 feet west of the Florida Turnpike and 330 feet east of the Turnpike. This study is the eastern-most of three projects associated with the Third East-West Corridor. The other studies include The West Virginia Corridor Study between I-95 and Floresta Drive, and the I-95 Interchange Justification Study.

The City proposes to construct the West Virginia corridor in segments, with the corridor to be completed before the river crossing.

The proposed typical section is a 4 or 6 lane suburban typical section consisting of a curb and gutter median and paved shoulders and swales on the outside. The corridor will have limited access and acquisition of property will be from both sides of the road. The City is also proposing a linear park concept on the borders of the roadway to

provide a buffer between the roadway and existing neighborhoods and to eliminate driveway entrances along West Virginia Drive. To minimize environmental impacts along the corridor the typical section width will be reduced along the limits of the bridge.

Ms. Smith described the kickoff meetings for the corridor and for the bridge crossing. Over 250 people attended each meeting and most of them expressed their support for the projects.

There was previously a study to examine the connection of Walton Road over to Hutchinson Island crossing over the Indian River Lagoon. This study was being conducted by the St. Lucie County Expressway and Bridge Authority. In July 2001, a stop work order was issued for this study. The Walton Road project currently has no funding and is not in the MPO's long-range plan and there is currently no project under study.

Purpose and Need for the Project

To further illustrate the type of growth the City of Port St. Lucie is experiencing, **Ms. Smith** reviewed the population growth trends since 1980. Between 1980 and 1990, the City population tripled, and between 1990 and 2003 the population almost doubled. Building permits is another area that has shown tremendous growth with an average of over 500 new building permits per month. The City boundaries continue to grow with large Development of Regional Impacts (DRI) west of the Turnpike. These DRIs are currently in within County limits, but regardless if they are annexed or not, the City will feel the impact of development in that area. **Ms. Smith** explained that consistent with the City's higher than normal growth rates, field traffic counts showed high traffic volume, and residents were experiencing congestion. However, the previous regional traffic model was not reflecting this information, and therefore did not confirm the need for a new corridor.

Mr. Groenhoff began with an overview of existing traffic conditions. It was explained that the traffic model associated with the previous study had been updated to incorporate today's conditions. An Existing Conditions Traffic Report was submitted to the City for review.

Mr. Nassar provided an overview of traffic volumes versus capacity. The preliminary findings did reflect that there was a clear need for an additional crossing, and utilizing the two existing crossings at Prima Vista Boulevard and Port St. Lucie Boulevard **would still not meet the needs for the projected growth**. Mr. Nassar explained that even with improvements on the existing east-west corridors, the Prima Vista Boulevard and Port St. Lucie Boulevard intersections with US 1 would continue to be problematic areas.

The 2003 base year (existing conditions) operational analysis, based on an extensive count program and detailed analysis using the latest versions of HCS 2000, SYNCHRO and CORSIM revealed significant congestion problems throughout the study area and were affecting all main arterials. The link analysis indicated that the bridge on Port St. Lucie Boulevard providing east-west access across the North Fork St. Lucie River operates at LOS F during both the AM and PM peak hours. The situation will get worse in future years if no other crossing is provided considering the anticipated increase in traffic from background growth, committed projects, and future projects.

The intersection analysis pointed out that significant intersections along Prima Vista Boulevard and Port St. Lucie Boulevard operate at failing levels of service during the AM, Midday and PM peak hours. Because of the existing north-south barriers and the limited east-west bridge crossings, the potential for traffic redistribution to less congested roadways is limited and; therefore, the situation can only get worse as traffic increases on these corridors. Finally, the arterial analysis corroborated the intersection analysis findings and indicated significant congestions and delays at critical sections of the main arterials. Several roadway segments operate at LOS E or F on each of the City three major arterials (Port St. Lucie Boulevard, Prima Vista Boulevard/St. Lucie West Boulevard and US-1). Further, since the arterial analysis deals only with the through traffic, it does not reflect the heavy delays experienced at turning movements to and from US-1 or the cross streets serving the residential areas. Because of the distance to the existing bridge locations, additional capacity for these heavy turning movements cannot be provided unless a third east-west corridor is constructed.

The various components of the base year operational analysis confirm field observations that the roadway system within the study area is subject to serious congestion and delays affecting all major arterials and all peak periods. Localized improvements are not likely to solve the congestion problems because of the limited east-west crossings resulting in the high turning movement volumes and unbalanced intersection operation. Considering the high rate of growth and the large-scale projects being constructed, the roadway system will further break down resulting in excessive delays and levels of congestion and possible traffic intrusion into residential neighborhoods seeking bypass routes. It is quite evident that the only substantial relief to the roadway system is the construction of a third east-west corridor that would divert traffic for Prima Vista Boulevard and Port St. Lucie Boulevard and also reduce the excessive turning movement volumes at critical intersections along these corridors including US-1, Midport Road, Bayshore Boulevard, Airoso Boulevard and Floresta Drive.

Mr. Nassar reviewed level of service conditions with a third east-west crossing and summarized the improvements for the entire system.

Ms. Smith explained that the proposed West Virginia corridor would also improve emergency responses and provide an alternate evacuation route for the City. The existing West Virginia corridor will serve as the primary response route to the Treasure Coast Medical Center on the east side of US 1.

Ms. Smith reviewed the alternative improvement options available if a new crossing is not constructed. The options include widening Port St. Lucie Boulevard and Prima Vista Boulevard. The Port St. Lucie Boulevard corridor is currently a 6-lane facility with a fully developed commercial area. The intersections along the corridor are failing because of the concentrated traffic volumes at several intersections including the intersection with US 1. Prima Vista Boulevard is an existing 4-lane facility with a fully developed residential and commercial area.

Ms. Smith reviewed existing mass transit services. Currently, no traditional mass transit services are available. The demand-based system is provided through the Transportation Disadvantaged Program. A fixed route service will potentially be in service in fiscal year 2004/2005 as per the St. Lucie County Transit Development Plan. This new fixed route will run along Port St. Lucie Boulevard, Bayshore Boulevard, Floresta Drive, and Prima Vista Boulevard.

Mr. England noted that the current number of transit users is extremely low with an average of 60 users per day, and that the City was platted in such a way that transit improvements would not begin to solve the traffic congestion problems on the City's two east-west roads.

Ms. Parrot (SFWMD) inquired as to the City doing anything about future land uses and proposing commercial areas at the west end of the City to limit the commercial build-out at the east end of the City. **Mr. England** explained that several developments like Tradition have proposed a concentrated commercial center. Another example is the PGA development that is proposing a 350-room hotel. There is also discussion of additional annexation of approximately 8000 acres west of I-95 and east of Highway 609 and other opportunities for commercial hubs. Mr. England pointed out that these plans will not change the way traffic flows for a long time because the commercial development proposed to the west will not be developed fast enough to keep up with traffic congestion.

There was also a question about the traffic model and if the model showed where the destination trips are ending outside of the corridor. **Mr. England** responded and explained that the City meets with MPO staff 2-3 times a year to share information. Counters are also being used outside of the corridor as part of the traffic study. In general, the roadway system includes long-range plans in and out of the project area. Origin-destination studies can be extended beyond these limits but there are limitations in the data. Keith and Schnars is using census data to adjust the traffic model because the model is not accurately reflecting work trips outside of the St. Lucie County area.

Ms. Smith began the review of alternative alignment and impacts to the natural environment. Alternative Corridor Alignment Nos. 1-5 were presented to attendees. The various alignments were discussed relative to their impacts to the different environmental habitats. The environmental review process began by looking for potential initial

alignment options that would minimize impacts and provide a connection from West Virginia Drive and Floresta Drive to the east – US 1. Four (4) general alignments corridors were developed including the same alignments studied in 1989 that included the Walters Terrace and West Virginia alignment to Village Green Drive. The alignments were referenced into arials to review all impacts. Utilizing these alignments as a place to start, Keith and Schnars began field investigations of the areas around the alignments.

Ms. Stewart explained that to date, wetlands have been delineated using in-house review of maps and collected data, field identification, and classification (FNAI, FWS, and FLUCCS). Baseline maps produced for this project were used as the most up-to-date depiction of conditions at the time of the field investigation. Fieldwork incorporated on-site visits to determine the presence and the preliminary boundaries of jurisdictional wetlands and surface waters throughout the study area, using the delineation criteria of the regulatory agencies. Surveys were conducted by Keith and Schnars biologists to qualitatively document the existing flora and fauna throughout the corridor, to classify and map natural habitats, to delineate wetlands, and to assess the land use patterns along the crossing alignments. Boundaries between habitats (wetland and upland) were assessed using visual surveys of the habitats and non-differential GPS points were taken at various points to define certain habitat types, particularly wetland boundaries. These points were imported onto the aerial base maps and were used to define the field mapping boundaries.

Wetlands - The open water/wetland boundary was field identified by canoe. The landward extent of wetlands bordering the North Fork of the St. Lucie River, Evans Creek, Hogpen Slough, South Coral Reef Waterway, and North Coral Reef Waterway were delineated at the mean high water line in this tidally influenced system. Mean high water was determined by examining drift lines; water stains on mangrove roots or other vegetation, and the waterward extent of vegetation. The boundary points were recorded using GPS survey equipment.

FNAI - Based on the review of existing information and the on-site field surveys, the project area can be characterized as a complex of freshwater and brackish water wetlands and adjacent upland communities. The habitats are classified using the FNAI classifications to be consistent with the natural communities classification already used by the FDEP.

The various alignments were discussed relative to their impacts to the different habitats. Alignments 1 thru 4 were discussed to assist the Study Team in eliminating alignments where the impacts were far too excessive or unreasonable.

Alignments 1A, 1B, and 1C

Any of the alignments associated with Corridor 1 had the most extensive impacts to the CARL lands. This corridor crossed the preserve at its widest point requiring excessive land areas. In addition, the corridor impacted the most number of habitats and the most sensitive habitats.

Alignment 2

This alignment had the least amount of environmental impacts both in terms of land area and habitats. It was somewhat problematic in that it literally bisected the CARL lands in half, impacting the area's operations and the continuity of habitats.

Alignments 3, 4A, 4B, and 4C

Much like the fatal flaws identified in Corridor 1, these alignments are very problematic. The DEP has concern about the amount of land area these alignments will require. In addition, these alignments impact several sensitive habitats, and specifically upland scrub habitats. In addition to the environmental impacts, these alignments would have considerable social impacts and its proximity to Port. St. Lucie Boulevard appeared too close to facilitate successful traffic distribution away from the U.S.1/ Port St. Lucie Boulevard intersection. The DEP representative suggested these Alignments be eliminated from future considerations.

Northern Alignment (Alignment No. 6)

At a workshop held with DEP on January 20, 2004, DEP representatives suggested that the Study Team evaluate a northern alignment. The Representatives explained that by shifting only slightly north of Alignment 1, all CARL

lands could be avoided eliminating the need to go through ARC review process, which could delay the project significantly. This could be a tremendous benefit to the City in terms of both the projects viability and timely implementation. It was noted, however, this alignment was still problematic in that it still has impacts to environmental areas, and like all of the other alignments, it would jeopardize the Preserve's opportunities for prescribed burns. In addition it was observed, a northern alignment with a connection to Savannah Boulevard provides opportunities for enhanced traffic distribution out to Leonard Road further distributing traffic away from the heavily burdened U.S.1. At the meeting, DEP representatives requested, in the spirit of true cooperation that this alignment be referred to as Alignment No. 6 and not the DEP Alignment.

Ms. Smith followed up the alignment discussion to obtain additional comments on the various alignments. It was the consensus of the meeting participants to eliminate Alignments 3, 4A, 4B and 4C.

Ms. Smith outlined the designations of the North Fork of the St. Lucie River (NFSLR). The NFSLR is an Outstanding Florida Water and therefore will require 150% of the required water treatment volume. It is also an Aquatic Preserve and part of the Save Our Rivers Program.

The SFWMD indicates that the proposed project will require an Environmental Resource Permit and that wetland impacts must be minimized. Mitigation will be required and a water use permit may be required for dewatering activities within areas that may be contaminated. All stormwater from the proposed bridge will be collected and conveyed off the bridge to appropriate treatment devices on either end of the bridge. The project is also located in the 100 year and 500 year floodplains as identified by FEMA, and must compensate for any floodplain impacts and preserve an upland corridor adjacent to the floodplain.

Social Impacts

Mr. Flora reviewed the land use characteristics of the study area and explained that no land use changes are required or anticipated as part of this project. The alignments under study are located within the City of Port St. Lucie and/or St. Lucie County. Mr. Flora outlined the relocation potential for each of the alignments. Alignment No. 5, which utilizes Floresta Drive and the existing east-west crossings at Prima Vista Boulevard and Port St. Lucie Boulevard, has the most residential relocation impacts. He also noted Alignment No. 5 did not provide the traffic capacity required.

Ms. Smith reviewed the public involvement efforts to date summarizing the Kickoff meeting results and future Advisory Group Meetings including the Environmental Advisory Committee, Technical Advisory Committee, and Citizens Discussion Group. Controversy is anticipated on environmental grounds for the project.

Utilities within the project limits include BellSouth, Florida Power & Light, Adelphia Cable, NUI City Gas, and City of Port St. Lucie Utilities. The proposed typical section designates an area for utilities and relocation.

The Section 4f lands within the project limits include Lyngate Park and Halpotiokee Recreation Site. No historical or archaeological sites were listed on the State File, but further research would be performed as part of the Study.

There was a question regarding the eastern limits of Alternative 6, and possible improvements to Savannah Club and ultimately Leonard Road for a future connection. Ms. Smith explained that Alternative No. 6 has just recently been added to the Study and minimal information is available at this time. Traffic analysis for this alternative will be conducted.

Physical Impacts

The PD&E Study will include preparation of a Noise Study Report for areas adjacent to residential properties. An Air Quality Report will also be prepared at locations where air quality sensitive receptors are located such as intersections. No impacts to air quality are anticipated.

Ms. Smith explained that a Contamination Screening Evaluation would be conducted. A preliminary field review and initial review of regulatory files did not reveal any reason to suspect contamination.

Regarding the new alignment suggested by DEP Parks and Recreation Department, is there an agreement for air rights over the commercial area where Liberty Mutual is located? The City has an agreement for 7 years to exercise the right to purchase 1.5 acres in the corner of the Liberty Medical Property near the on-site pond. There are 6 years left on the contract with a fixed purchase amount.

There was a question regarding the study area limits not going south of Port St. Lucie Boulevard if movements are in fact going south (Regional Issues regarding other crossings south of the study area). Ms. Smith explained that the Study is focused on relieving the congestion in Port St. Lucie. Areas south may need to be reviewed under a separate study.

Review Advance Notification and Comments

Agencies that have responded to the Advance Notification Package include the US Environmental Protection Agency, FNAI, Miccosukee Tribe of Indians, South Florida Water Management District, and FDEP.

Potential Corridor Alignment Review and Selection

Ms. Smith reviewed potential corridor alignments and requested input or comments. There was general discussion regarding the alternative alignments. Ms. Caicedo inquired to whether a no-build alternative will be considered for this project. Ms. Smith replied that a no-build alternative would be part of the evaluation process. Since no objections were expressed, Alternatives 3 and 4 were dropped from further evaluation.

Project Processing Requirements

No discussion on this item. Project processing will be discussed with the individual agencies.

Agency Tour

Following the meeting, attendees were invited to a tour of the study area.

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

Edward Colon, P.E.
Project Manager, Highway Division
Keith and Schnars, P.A.

Distribution: All Attendees
Ron Miedema, US Env. Protection Agency
Project File



SUMMARY
WEST VIRGINIA DRIVE CORRIDOR STUDY
Citizens Discussion Group Meeting Agenda
Thursday, January 22, 2004
6:00 P.M.

Location: Conference Room B
Port St. Lucie Community Center
2195 Airoso Boulevard, Port St. Lucie Florida

Purpose: This was the first meeting of the Citizens Discussion Group (CDG) for the West Virginia Corridor Study. Keith and Schnars, P.A. and Culpepper & Terpening, Inc. presented a summary of the project's status and initiated dialogue with attendees concerning typical sections, schedules, and design concepts. Prior to the meeting, information packages were mailed to the committee members for their review.

CDG MEMBERS PRESENT:

Robert Brown	William R. Schulke	Jerold T. Nolan	Ron Nickel
Theresa Jones	Dennis Gates	Marge Owens	Lew Owens
W.E. Bachman	Hal Horn	Richard Boren	David Kaplan
Theresa Specht	Wesley Parry	Allen DuBois	Sylvia Lewis
Sabine Lapenna	Kathleen Stubbolo		

CITY OF PORT ST. LUCIE STAFF PRESENT:

Patricia Roebbling	Bobbie Richards	Walter England
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Keith and Schnars, P.A. Staff

Tanzer Kalayci	Vicki Smith	Edward Colon
John Flora	Derek Hudson	

CULPEPPER AND TERPENING, INC. STAFF

Stefan Matthes

Team Introduction

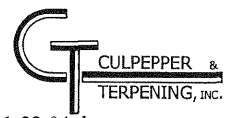
Ms. Vicki Smith, Project Manager for Keith and Schnars, called the meeting to order at approximately 6:00 p.m. She thanked everyone for attending and asked each member to introduce themselves. The list of CDG Members is comprised of citizens who attended the first public workshop and expressed an interest in participating in the CDG, or had contacted the City or the Project Team directly.

Project Schedule/Status

Ms. Smith outlined the study area as being West Virginia Drive, from I-95 to Floresta Drive, with the main goal of widening the facility to accommodate the growing community needs. Ms. Smith reviewed the approach to the project and some of the state and local standards that are guiding the project.



West Virginia Drive Public Involvement Office c/o Keith and Schnars, P.A.
385 CenterPointe Circle, Suite 1303, Altamonte Springs 32701
Phone 407/834-1616 (Toll Free 888/797-1616) Fax 407/834-8530



Citizens Discussion Group (CDG) Roles and Responsibilities

Ms. Smith explained that the function of the CDG is to provide citizens' input regarding the project, and that this meeting will be followed by a public hearing at a later date.

Typical Roadway Cross-section Review

Ms. Smith described the two variations of proposed typical sections. The two typical sections, which were in the materials handed out, included a 280' and 330' wide right-of-way. Ms. Smith reviewed the details of these designs. The proposed roadway is intended to be constructed as a four-lane facility, with the available right-of-way for an additional two lanes. The design speed, Ms Smith explained, relates to the geometry of the roadway and not the posted speed, and is 45 miles per hour. This design contains all the necessary right-of-way for utilities, pedestrian and linear park amenities, and features such as berms and hedges. A 55 mile per hour design speed was evaluated, but was considered less safe, provided less area for aesthetics and required additional right-of-way.

Access Management Plan Review

Mr. Stefan Matthes reviewed the issues related to vehicular and bicycle/pedestrian circulation. He reiterated that the roadway is designed for there to ultimately be six lanes with widen medians and shoulders for safety. Mr. Matthes explained that the main function of the design would be to carry traffic through the corridor in a safe and efficient manner. The plan includes side-street access and addresses through-street concerns. Traffic signals would be installed at Floresta Drive, Airoso Boulevard, Bayshore Boulevard, Cameo Boulevard (new extension), Cashmere Boulevard and California Boulevard. There will be non-signalized left turn intersections at Broadview Street, Sandia Avenue, and Preston Lane. Right-In/Right-Out modifications will be added at Manth Lane, Fallon Drive, the north side of Dorchester Street, the north side of Heather Street, and Hutchins Street. All other intersections would be "T"-intersections, cul-de-sacs, modified or closed. Mr. Matthes mentioned special provisions for emergency services have been requested to be included in the design of Juliet Avenue.

Mr. Matthes briefly described the 12' wide pedestrian/bicycle features, located both east and west bound.

Linear Park Design

Mr. John Flora presented the concepts related to the linear park features. A very preliminary concept drawing was included in the printed material. The details of this design will be provided in greater length as the project is developed. Mr. Flora mentioned that regardless of which typical section is used (280' or 330'), the basic roadway design would be the same. One of the main differences between the two alternatives is the width of buffer area included in the design. The design team will be trying to eliminate the need for noise walls, and would prefer the use of berms and landscaping. Using PowerPoint slides, Mr. Flora presented an area of approximately 90' for a park-like setting along the corridor. The plantings on top of the berms would be 7-8' tall. Mr. Flora explained that the berms require additional space and may limit the opportunity to meander the sidewalk through the linear park.

Mr. Flora explained that the linear park concept has been encouraged by the City and, in other communities where linear parks have been constructed, the concept has been welcomed by both walkers and bicyclists. The proposed linear park would provide walkers a place to rest and take advantage of the retention ponds. These sidewalk features would also connect to other existing parks and neighborhood facilities.



Questions and Answers

Ms. Smith facilitated a question and answers period following the formal presentations.

Q. From I-95 to Floresta Drive will be 45 mph. How long will this improvement last?

A. The area is growing very rapidly. The design and right-of-way is being developed for a six lane facility. The funding that is currently available will be enough for the construction of a four-lane facility. However, it would be much more cost effective to go ahead and build six lanes since we know the effectiveness of a four lane facility will be relatively short lived. The costs associated with widening from four to six lanes will be much less than the costs of going from two to four lanes. The savings difference comes from moving the utilities, right-of-way, and other infrastructures changes such as drainage that will be included in the four-laning project. We will be looking to City Council for the decision to go ahead and build the six-lane facility.

Q. When the widening takes place, how will this affect some of the homes already along the corridor?

A. The City is already purchasing homes as they become available for sale along the corridor, both on the north and south side that will be impacted by the future widening. This is intended to minimize the neighborhoods' disruption, and limit the need to move people once the project is under construction.

Q. Will the design go all the way to Floresta Drive?

A. Yes.

Q. The FP&L Nuclear Plant includes emergency procedures for evacuations. What impact will this project have on this?

A. With the added traffic from new growth in the area, and special traffic controls, these issues are still being considered.

Q. What is the Design Speed on Port St. Lucie Boulevard?

A. 45mph.

Q. What happens when people drive 65mph in a 45 mph zone?

A. Speeding is an enforcement issue. However, the additional traffic signals will help regulate the speed.

Q. Please show the outside dimensions? (Everything else i.e. roadway, sidewalks etc., are shown.)

A. These dimensions have been left open until the final design. The geometry of the right-of-way may change as a result of issues that pertain to curves, drainage, turn lanes, etc.

Q. Linear Parks are a good idea, but are shelters and picnic tables?

A. The amenities of the linear park concepts are preliminary. These are just a few of the options.

Q. Is the City going farther west with this plan? How does this fit in the Comprehensive Plan?

A. Yes. An Interchange Justification Report (IJR) is being prepared for I-95. The development that may occur west of I-95 will dictate how far west the City is prepared to go. The IJR will require the Federal Highway Administration approval.

Q. Is the crossing of the North Fork of the St. Lucie River a separate issue because of the need for Federal approval? How will the City deal with traffic on Floresta Drive, both north and south of West Virginia Drive?



- A. Yes. The traffic on Floresta Drive and the layout of future development will demand the additional connections to cross the river, but these connections are not without their own set of issues.
- Q. Why call this a “Third Corridor” if it is not as big as Port St. Lucie Boulevard or Prima Vista Boulevard?**
- A. The intent of this project is to incorporate design features that will greatly enhance the traffic-carrying capacity of the roadway. The two existing roadways are influenced by older features and such as driveways and intersection designs that impact how traffic is moved along the corridor.
- Q. Will the bridge over the turnpike be four lanes or six lanes?**
- A. The ultimate build-out for this bridge is six lanes.
- Q. Are there to be either sound or privacy walls near I-95?**
- A. Whenever feasible, the design will incorporate natural barriers such as ponds, berms and landscaping. The final recommendations are still under development.
- Q. Security is an issue in the wooded area west of the Turnpike. Walls would help.**
- A. This is still being evaluated.
- Q. Please show the fire service improvements.**
- A. We will try to include this in the next mail out.
- Q. Will non-signalized intersections have STOP signs?**
- A. Yes.
- Q. Will there be more Traffic on Preston Lane?**
- A. Preston Lane does not act well as a cut-through street. The planned changes will be good for this neighborhood.
- Q. Why is Preston Lane going to be a full access Street?**
- A. Preston Lane is a better location than other alternatives that were studied.
- Comment:** People already use Preston Lane as a speedway. Since there is a park there, making it a full access street could be a concern for the residents there.
- Q. Will there be median openings at other streets?**
- A. Yes.
- Q. Where will bus stops be located?**
- A. This will be discussed with local transit service providers in the future.
- Q. When will construction begin? Will this be built in stages?**
- A. The City will control the funding for construction. The construction may start after the 12-18 month design is completed. The construction is anticipated to take two years to complete. The City is already purchasing the properties and has acquired 1/3 of the needed right-of-way. The cost of the properties purchased by the City in the past ten months is \$18 million. A total of about 450 properties are needed.



Q. Will there be access onto the Turnpike?

A. The City has been talking to the Florida Turnpike Enterprise for 7-8 years about an interchange. The Turnpike has been reluctant to build a new interchange at this location due to the proximity of the service plaza. This is still being studied as a "SunPass Only" ramp. If an interchange is approved, the Turnpike will fund the construction and use existing right-of-way.

Q. Will this project include new commercial development?

A. No, other than the area near Bayshore Boulevard, where it is already included in the Comprehensive Plan.

Q. Is there a website for this project?

A. Yes. There is a link to it from the City's web address.

Q. Will there be lighting in the (linear) parks for safety?

A. Yes.

Q. Will the gated communities west of the turnpike continue to be gated?

A. This project should not have anything to do with the gating.

Comment: People in the Great Exuma Cove/Lake Charles area have security concerns.

Q. I would like to have a Greenway not a Linear Park. The traffic will be too busy and the facility should be for moving cars not building parks.

A. The Linear Park concept will serve as a buffer to the community and integrate the roadway into the neighborhoods. This is the vision of the City of Port St. Lucie, which started two years ago. These are favored by the FHWA and the FDOT. It is intended to prevent fragmentation of the neighborhood to the north and south of West Virginia Drive. The park amenities will be in selected locations only and not from end to end of the project.

Q. Are there any studies showing how many people would use the parks?

A. There are no studies for this corridor, but other cities have built them and are experiencing a great deal of use from them.

Q. How will the plants be watered?

A. The City will be responsible for the maintenance of the plants and plans to install an irrigation system.

Q. How many retention ponds are needed for this project?

A. Six.

Q. Is this a State road?

A. No, but funding is available from the State. Other funding sources include Development Fees and local gas taxes.

Q. Where will the Park be located?

A. This has not been determined?

Q. Will the 12' sidewalks be concrete or asphalt?

A. Concrete.

Adjourn





MEMORANDUM

TO: Citizens Discussion Group (CDG) Member
FROM: Jim B. Martin, CPM, Community Liaison
Date: January 9, 2004
SUBJECT: Agenda and Materials for January 22, 2004 Meeting
West Virginia Drive Corridor Study

A meeting of the West Virginia Drive Corridor Study CDG is scheduled for Thursday, January 22, 2004. The meeting will begin at **6:00 P.M.** in the **Conference Room B**, of the **Port St. Lucie Community Center** located at **2195 SE Airoso Boulevard, Port St. Lucie, Florida.**

The first item on the agenda is an introduction of the Project Team, consisting of staff members from the City, Culpepper & Terpening, Inc., and Keith and Schnars, P.A.

The second item on the agenda is a progress report and a review of the future project milestones. A description of the project approach and a brief overview of the alternatives will be presented.

The third item on the agenda includes a conversation about the roles and responsibilities of CDG members. The CDG was formed to assist in the development of the project and to ensure the project is successfully integrated into the community. This group is an important consensus-building tool, helping to strengthen the partnership between the City of Port St. Lucie, property owners, businesses and the general public.

Item four on the agenda will be a presentation and review of the typical roadway cross-section. These design concepts are a result of earlier public meetings, staff recommendations, and professional engineering guidelines. The two enclosed cross-sections are for a 45 mph design speed and a 55 mph design speed, for both a 280' and 330' right-of-way.

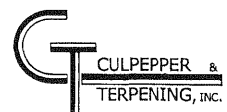
Item five will include conceptual drawings and discussions concerning the area between the roadway and the adjacent private and public property. The introduction of a linear park design will portray opportunities for trees, shrubs, and other amenities that will enhance the visual and functional use of the corridor. The enclosed graphics are preliminary examples of how parks might be landscaped. More detailed information will be provided during the meeting.

Buffering strategies will be sixth on the agenda. The incorporation of different materials and design features may be proposed that will affect the manner in which the transition from the corridor to the existing neighborhoods is made.

The Access Management Plan Review will be seventh on the agenda. This plan integrates the need for safety and traffic flow, with the desire to minimize cut-thru traffic and address pedestrian and bicycle accommodations. The access management plans will be provided at this meeting.



West Virginia Drive Public Involvement Office c/o Keith and Schnars, P.A.
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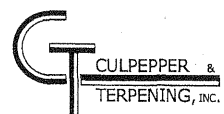
An open dialogue is part of each of these agenda items and CDG members are encouraged to offer information and opinions that will help the Project Team. The Team looks forward to meeting with the CDG to obtain their guidance and input on the landscaping, aesthetics, and the corridor's integration into the neighborhoods.

Attachments:

- Agenda
- Citizens Discussion Group Roster
- 45 mph Corridor Cross-section
- 55 mph Corridor Cross-section
- 'T' (Hammer-head) Turn-around Design
- 'Y' Turn-around Design
- Cul-de-sac Turn-around Design
- Landscape Concepts



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RECORD OF MEETING

Third East-West Corridor Studies

Access Management Workshop

December 16, 2003

9:30 A.M.

Port St. Lucie City Hall, Engineering Conference Room

ATTENDEES

Name	Company	Telephone No.	E-mail
Scott Beck	Police Department	772-344-4135	scottb@cityofpsl.com
Buddy Emerson	SL Co. Fire Department	772-462-8331	
Walter England	City of PSL	772-871-5175	waltere@cityofpsl.com
Patricia Roebling	City of PSL	772-871-5175	patriciar@cityofpsl.com
Bobbie Richards	City of PSL	772-871-5175	brichards@cityofpsl.com
Kim Graham	City of PSL	772-871-5186	kimg@cityofpsl.com
Vicki Smith	Keith and Schnars, P.A.	407-834-1616	vsmith@keithandschnars.com
John Flora	Keith and Schnars, P.A.	407-834-1616	jflora@keithandschnars.com
Stef Matthes	Culpepper & Terpening, Inc.	772-464-3537	smatthes@ct-eng.com

Meeting Purpose:

The *Access Management Workshop* was to further develop the Access Management Plan developed by Culpepper and Terpening, Inc. and to specifically review access issues with the Police Department and the Fire Department.

Meeting Summary

Mr. England started the meeting by providing an overview of the corridor outlining the City's objective of creating a third east west corridor to accommodate the increased traffic demand and to alleviate pressures on Prima Vista Boulevard and Port St. Lucie Boulevard. He outlined the intersections proposed, the median openings, and the signalization noting there would be six signals for the length of the corridor not including the one at US 1. Mr. England also stated that Airoso and Bayshore Boulevards were currently under construction for four-laning, and nothing was scheduled for Floresta at this time. Mr. England also explained that there was consideration being given to developing a cross-section that would be built for a 55 MPH design speed.

There was general discussion regarding a 55 MPH design speed.

Mr. Beck stated the Police Department would have major concern on a 55MPH design speed and recommended the 45 MPH design speed be maintained.

The general consensus was that a 55 MPH design speed was too high for the distance and the roadways presence in established residential areas.

Both the Police Department and the Fire Department were comfortable with the proposed openings and intersections.

Mr. Emerson stated the corridor was very important as it would serve as the primary response route to the Hospital east of US 1.

Mr. Flora then reviewed an up-dated access management plan that specifically addressed the adjacent street

network. Mr. Flora outlined that the proposed hammer-head dead ends could be eliminated at many of the locations shown due to the fact that no access was necessary because of surrounding right of way purchases. Mr. Flora also discussed the limited applications where cul-de-sacs could be used due to their size requirements.

Mr. Emerson stated the Fire Department's standards were:

- Cul-de-sacs is to have a 100 foot diameter.
- The maximum street length before requiring some type of turn around is 150 feet.
- Hammer-heads must be 80 feet long and at least 12 feet wide.

Mr. Emerson also described a "Y" design that can be used instead of a hammer-head, and noted that it was actually preferred by the Fire Department over hammer-heads. It's overall length would be forty feet.

Ms. Graham expressed concern regarding the public's understanding of the operation of the "Y" turn around.

Mr. Emerson explained that it's operation was actually more user friendly than a hammer-head.

Mr. Flora discussed the pedestrian access issues and the locations for crosswalks.

Mr. Beck stated that crossings should be limited to only signalized intersections. He also stated a pedestrian overpass or tunnel is essential for the neighborhood areas between Airosa and the River.

Mr. Flora explained that depending on the water table elevation and the proposed elevation for the roadway, a tunnel may be a very effective solution.

Mr. England stated his concern for the cost associated with an overpass structure, and the possibility for children to abuse or vandalize the facility.

Mr. Beck stated there may also be a need to have some sort of grade separated pedestrian crossing near the schools west of the Turnpike.

Ms. Roebling inquired to whether Stef had coordinated with the school board.

Mr. Matthis stated he had not, but would be in the next couple of weeks.

There was general discussion about a grade separated bike/ped crossing. The general consensus was there needs to be one provided.

Mr. Flora introduced a concept of linking the streets in certain locations instead of creating dead-ends to eliminate the dead ends and provide better circulation connectivity.

Mr. Beck stated the Police Department would prefer looping links instead of dead-ends.

Mr. Emerson concurred that the more connectivity the better.

Mr. England brought up a case in point might be in the vicinity of Jennette Avenue west of the Turnpike. He stated if a better access was created for that area they may even be able to delete or minimize the opening on West Virginia.

Mr. Beck stated when ever straight shots for access can be established for access all the better.

Mr. Emerson said that was true for the Fire Department as well.

Mr. Matthis stated that he saw it as a problem for adjacent property owners who now had a standard lot, was going to have their lot turned into a corner lot.

Discussion followed and the general consensus was that though the connections and links made a lot more sense for safety, the property owner controversy and effects on land values may out weigh the benefits.

Mr. England requested Mr. Mathis to go ahead and look at the Jennette area and locations where available right of way provides for links without creating corner lots.

Ms. Smith outlined various right of way impacts that will be in addition to the defined corridor due to the adjacent street terminus points and turn-arounds.

Mr. England emphasized that the right of way purchases originally defined were an initial draft and were expected to change. He requested that Culpepper & Terpening take the access management plan to its next level incorporating pedestrian access information and all the edits and changes discussed today. He also requested that all additional purchases required be identified as part of the plan. Mr. England also requested that additional right of way purchases necessary for intersection areas be identified.

Ms. Smith reviewed the revised cross-sections for both the 45 MPH and 55 MPH design speeds. She noted that with 55 MPH, to meet FDOT design standards, they would have to lose the Canopy Trees in the median.

Ms. Roebling stated that may be a major concern for the City Council.

Mr. England stated that all these different issues needed to be pulled together to share with the Council to assist in the decision making process.

Mr. Matthes stated that he would provide a matrix analysis to outline all the pro and cons associated with a 45 and 55 MPH design speed.

Ms. Smith stated due to the fact that there all these unresolved issues holding up the progress of the project, it was critical that we meet with the City Council as soon as possible and not wait until the February Planning Retreat.

Mr. England agreed and stated he was already working with the City Manager to set something up.

Action Items

1. **Mr. England** will follow up with Mr. Cooper to set up a workshop with City Council the first two weeks of January or for January 19th.
2. **Stef Matthes** to up date the Access Management Plan to its next level incorporating pedestrian access information and all the edits and changes discussed today. He also requested that all additional purchases required be identified as part of the plan. Stef will also identify any additional right of way purchases necessary for intersection areas be identified. Mr. Mathis will also look at the Jennette Avenue area and locations where available right of way provides for links without creating corner lots, as well as other locations through the corridor. *(Note: The Access Management Plan will need to be completed within the next two weeks for adequate review time prior to taking to City Council)*
3. **Stef Matthes** shall meet with the school board regarding the access management plan and circulation plan for the schools to the west of the Turnpike so that the findings for vehicular and pedestrian access can be incorporated into the Access Management Plan.
4. **Stef Matthes** shall prepare a memo and matrix analysis for the City Manager regarding the 45 and 55 MPH design speeds.

Keith and Schnars will rely on these notes as the approved record of matters discussed and conclusions reached during this meeting unless you send the author written notice to the contrary within seven calendar days of receipt date of this meeting record.

Submitted by:

John Flora, R.A., AICP
Senior Manager, Project Development and Environment Services
Keith and Schnars, P.A.

Distribution: All Attendees
Project File

Ksaltz/17125.01/Project Management/Dec16.03 Access Mgmt wksp

City of Port St. Lucie *I-95 Crossing Study*
Third East-West River Crossing PD&E Study
Public Kickoff Meeting
June 5, 2003
4:00 PM – 8:00 PM

LOCATION: Port St. Lucie Community Center
2194 SE Airoso Boulevard
Port St. Lucie, Florida

PURPOSE: The purpose of the Public Kickoff meeting was to provide residents, business owners, and other interested parties the opportunity to review information about the City of Port St. Lucie's *Third East-West River Crossing PD&E Study*.

SUMMARY OF MEETING:

The method of invitation for the meeting included a project newsletter mailing to more than 61,300 recipients. A public service news release was also distributed to the local media. The meeting was conducted in an "open house format". Approximately 208 individuals attended the meeting.

A variety of information about the study was on display at the meeting. This information included:

- The study process
- Preliminary project information
- Aerial photographs with defining the study area
- Project schedules
- Roadway level of service information

Attendees were encouraged to share their thoughts, opinions, and suggestions. Each individual was provided the opportunity to speak directly with project and city representatives and to complete comment forms. These comment forms were included with the workshop handouts and were also available at a "comments table". Attendees also had the opportunity to speak with a court reporter.

Each comment form included the city of Port St. Lucie project mailing address, and project hotline. The comment forms also provided the opportunity for attendees to provide mailing list signup information and the opportunity to volunteer to become a member of the Citizen's Discussion Group.

There were a total of 30 comment forms received with numerous comments ranging from safety concerns to opposition to the proposed corridor. A total of 16 individuals provided their comments directly to the court reporter. Generally, the public's most common concerns regarding the study corridor were associated with possible impacts to the environment, community, and resulting traffic increases. Much concern was expressed that these impacts be properly addressed throughout the design of the corridor. A detailed list of comments can be found in Appendix C.

City of Port St. Lucie
Third East-West River Crossing PD&E Study
Public Kickoff Meeting
June 5, 2003
4:00 PM – 8:00 PM

WRITTEN AND VERBAL COMMENTS SUMMARY

A brief summary of the comments, both written and provided to the project representatives are provided below.

TOTAL WRITTEN COMMENTS FORMS	30
Total Number of comments from individuals	30
Total Number of comment forms from Community Interest Organizations	0
In Favor of Proposed Improvements	8
Opposed to Proposed Improvements	4

TOTAL COMMENTS TO COURT REPORTER	16
Total Number of comments from individuals	16
Total Number of comment forms from Community Interest Organizations	0
In Favor of Proposed Improvements	1
Opposed to Proposed Improvements	2

WRITTEN COMMENTS and COMMENTS to COURT REPORTER	
TRAFFIC/Congestion	
Traffic on Hwy. 1 will not use the new river crossing (will use PSL Blvd. or Prima Vista)	1
Will Prima Vista and other roads be widened to accommodate increased traffic?	1
Will Hwy. 1 be widened?	1
Widen Becker Road to 6 lanes with a bridge to U.S. 1	1
Increased congestion overall	1
SAFETY and SECURITY	
Opposed to wooded area near West Virginia and Walter Terrace (drugs, vandalism)	1
IMPACTS TO FLORESTA ELEMENTARY SCHOOL (Safety, etc.)	6
Requested a barrier wall on south side of Lake Charles community	1
Add bike lanes along both sides of river crossing (north & south) to create a "bike loop"	1
ENVIRONMENTAL	
General Concerns	3

Wildlife	3
Sound Walls/Noise	3
Water Pollution	2
PROPERTY VALUE IMPACTS CONCERNS	3
BRIDGE HEIGHT (vertical clearance for boaters)	3
ALIGNMENT	
Opposed to connecting West Virginia Drive at Midport Road	1
Prefer West Virginia to Walters Terrace for River Crossing	1
Any other options besides Walters Terrace connection?	2
Have the crossing go from West Virginia to Village Green	1
Opposed to connection at Walters Terrace	3
In favor of Walters Terrace Alignment	1
Opposed to impacts at Walters Terrace	6
Opposed to impacts to Coral Reef Street	5
Opposed to impacts at Jupiter and O'Donnell	1
RIGHT OF WAY ACQUISITION	
The City of Port St. Lucie should use property it already owns	2
Wants a copy of "the right of way acquisition booklet"	3
Acquisition of properties on Albatross Avenue	1
Request for early acquisition of property on West Virginia	1
Opposed to residential property being acquired	1
Questioned possibility of adding cul-de-sacs	1
Use topographical maps for mailings	1
Show waterfront properties on maps in mailings	1
Hurry up and get it done	1
Build six lanes instead of just four lanes for West Virginia Drive	1
The West Virginia Corridor should end on US 1 near Village Green Drive	1
Where will the funds come from?	2
Requested aerial of study area	1
Suggested split one-way pairs separated by one city block	1
Opposed to barges being used for bridge construction	1

VERBAL COMMENTS:

The items listed below summarize additional comments, questions and statements that were made directly to the project representatives/consultants during the workshop:

ENVIRONMENTAL IMPACTS

- One woman was very upset regarding the bird sanctuary she has near her home.
- Several meeting attendees felt that that a third east-west river crossing would be too detrimental to the environment.
- Concern was expressed regarding a manatee nursery that exists near the West Virginia crossing.
- "I don't care where the bridge is located, I just want to see the water return to the color it was 20 years ago."

NOISE IMPACTS AND BUFFERS/WALLS

- Numerous inquiries were made regarding the buffering being provided along the corridor.

RESIDENTIAL PROPERTIES IMPACT

- A number of people were concerned that their homes would be impacted by the plan. Most of these individuals left the meeting understanding that the study is just beginning and feeling committed to staying involved.
- "I am selling my house off of Walters Terrace and my real estate agent insists that I disclose the fact to all interested parties that the new alignment will condemn my house."
- "I would like to sell my house on West Virginia Ave., but no one will buy it until we know for sure where the bridge is going."

CITIZEN DISCUSSION GROUP (CDG) PARTICIPATION:

- There were several people concerned with how the selection of the CDG would take place.

STUDY PROCESS

- Several individuals wanted a better understanding of the study process.

ALIGNMENT ALTERNATIVES

- One suggestion was made to have two crossings, one at Walters Terrace and one at West Virginia Drive.
- Several people sought clarification regarding the proposed locations of the river crossings.

- Some individuals supported the Walters Terrace crossing and others supported the West Virginia Crossing, and others supported exploring crossings further to the south provided they would not be too damaging to the neighborhood areas.
- Overall, Walters Terrace residents preferred the West Virginia alignment and West Virginia residents preferred the alignment at Walters Terrace. A few suggested we re-look at the Thornhill alignment.

TRAFFIC

- Numerous concerns were expressed regarding increased traffic volumes on Floresta Drive.
- Some were concerned that if the bridge isn't accepted, then the widening of West Virginia Drive will lead more traffic east into this residential neighborhood, basically dumping them onto Floresta Drive.

INTERSECTIONS:

- Concerns were expressed regarding the design of the major intersections, such as, Airoso, and Floresta, will they be signalized?

BRIDGE OVER ST. LUCIE RIVER:

- Numerous inquiries were made regarding the profile of the bridge.

OTHER ALTERNATIVES

- Several inquiries were made regarding impacts to the West Virginia corridor project if a third east-west river crossing is not approved.
- Some attendees who supported the corridor suggested it would be more cost feasible to go ahead and build the six lanes instead of coming back later.